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No. 19,840. 號十四百八千九萬一第 日四拾月二拾年酉辛 HONGKONG, WEDNESDAY, JANUARY 11TH, 1922. 三拜禮 號一十月正年一拾國民華中 PRICE, \$3 PER MONTH

INTIMATION CHAMPAGNES

	Quarts	Pints	Duty
Pommery & Greno	\$94	\$97	"
Veuve Clicquot	84	97	"
Bollinger	92	95	"
Piper Heidsieck	1 80	98	"
Geo. Goulet	90	93	"
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TIME-TABLE.

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	every 15 minutes.
8.00	" 9.30 " 10 "
9.30	" 11.00 " 15 "
11.30	" 12.30 p.m. " 15 "
12.30 p.m.	" 2.30 " 10 "
2.30	" 4.00 " 15 "
4.00	" 8.10 " 10 "
NIGHT CARS	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m.	every 80 minutes
11.45 p.m.	
SATURDAY	
Extra Car—12 midnight.	
SUNDAYS	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m.	every 15 minutes
9.30	" 11.00 " 10 "
11.30	" 12.00 noon " 15 "
12.00 noon	" 1.00 p.m. " 10 "
1.00 p.m.	" 4.00 " 15 "
4.00	" 8.10 " 10 "
NIGHT CARS	
As on Week Days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Comptroller's Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice (All previous Time Tables cancelled.)

DOWN TRAINS													
Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13
Local	Local	Local	Local	Express	Express	Express	Express	Express	Express	Express	Express	Express	Express
CANTON (Chung-Fai)	dep.	7.25	7.45	8.05	8.25	8.45	9.05	9.25	9.45	10.05	10.25	10.45	11.05
SHUI LOO	dep.	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10
Sham Chun	dep.	7.35	7.55	8.15	8.35	8.55	9.15	9.35	9.55	10.15	10.35	10.55	11.15
Yau Ma Tei	dep.	7.40	8.00	8.20	8.40	8.60	8.80	9.00	9.20	9.40	9.60	9.80	10.00
Yau Ma Tei	dep.	7.45	8.05	8.25	8.45	8.65	8.85	9.05	9.25	9.45	9.65	9.85	10.05
Yau Ma Tei	dep.	7.50	8.10	8.30	8.50	8.70	8.90	9.10	9.30	9.50	9.70	9.90	10.10
Yau Ma Tei	dep.	7.55	8.15	8.35	8.55	8.75	8.95	9.15	9.35	9.55	9.75	9.95	10.15
Yau Ma Tei	dep.	8.00	8.20	8.40	8.60	8.80	9.00	9.20	9.40	9.60	9.80	10.00	10.20
Yau Ma Tei	dep.	8.05	8.25	8.45	8.65	8.85	9.05	9.25	9.45	9.65	9.85	10.05	10.25
Yau Ma Tei	dep.	8.10	8.30	8.50	8.70	8.90	9.10	9.30	9.50	9.70	9.90	10.10	10.30
Yau Ma Tei	dep.	8.15	8.35	8.55	8.75	8.95	9.15	9.35	9.55	9.75	9.95	10.15	10.35
Yau Ma Tei	dep.	8.20	8.40	8.60	8.80	9.00	9.20	9.40	9.60	9.80	10.00	10.20	10.40
Yau Ma Tei	dep.	8.25	8.45	8.65	8.85	9.05	9.25	9.45	9.65	9.85	10.05	10.25	10.45
Yau Ma Tei	dep.	8.30	8.50	8.70	8.90	9.10	9.30	9.50	9.70	9.90	10.10	10.30	10.50
Yau Ma Tei	dep.	8.35	8.55	8.75	8.95	9.15	9.35	9.55	9.75	9.95	10.15	10.35	10.55
Yau Ma Tei	dep.	8.40	8.60	8.80	9.00	9.20	9.40	9.60	9.80	10.00	10.20	10.40	10.60
Yau Ma Tei	dep.	8.45	8.65	8.85	9.05	9.25	9.45	9.65	9.85	10.05	10.25	10.45	10.65
Yau Ma Tei	dep.	8.50	8.70	8.90	9.10	9.30	9.50	9.70	9.90	10.10	10.30	10.50	10.70
Yau Ma Tei	dep.	8.55	8.75	8.95	9.15	9.35	9.55	9.75	9.95	10.15	10.35	10.55	10.75
Yau Ma Tei	dep.	9.00	9.20	9.40	9.60	9.80	10.00	10.20	10.40	10.60	10.80	11.00	11.20
Yau Ma Tei	dep.	9.05	9.25	9.45	9.65	9.85	10.05	10.25	10.45	10.65	10.85	11.05	11.25
Yau Ma Tei	dep.	9.10	9.30	9.50	9.70	9.90	10.10	10.30	10.50	10.70	10.90	11.10	11.30
Yau Ma Tei	dep.	9.15	9.35	9.55	9.75	9.95	10.15	10.35	10.55	10.75	10.95	11.15	11.35
Yau Ma Tei	dep.	9.20	9.40	9.60	9.80	10.00	10.20	10.40	10.60	10.80	11.00	11.20	11.40
Yau Ma Tei	dep.	9.25	9.45	9.65	9.85	10.05	10.25	10.45	10.65	10.85	11.05	11.25	11.45
Yau Ma Tei	dep.	9.30	9.50	9.70	9.90	10.10	10.30	10.50	10.70	10.90	11.10	11.30	11.50
Yau Ma Tei	dep.	9.35	9.55	9.75	9.95	10.15	10.35	10.55	10.75	10.95	11.15	11.35	11.55
Yau Ma Tei	dep.	9.40	9.60	9.80	10.00	10.20	10.40	10.60	10.80	11.00	11.20	11.40	11.60
Yau Ma Tei	dep.	9.45	9.65	9.85	10.05	10.25	10.45	10.65	10.85	11.05	11.25	11.45	11.65
Yau Ma Tei	dep.	9.50	9.70	9.90	10.10	10.30	10.50	10.70	10.90	11.10	11.30	11.50	11.70
Yau Ma Tei	dep.	9.55	9.75	9.95	10.15	10.35	10.55	10.75	10.95	11.15	11.35	11.55	11.75
Yau Ma Tei	dep.	10.00	10.20	10.40	10.60	10.80	11.00	11.20	11.40	11.60	11.80	12.00	12.20
Yau Ma Tei	dep.	10.05	10.25	10.45	10.65	10.85	11.05	11.25	11.45	11.65	11.85	12.05	12.25
Yau Ma Tei	dep.	10.10	10.30	10.50	10.70	10.90	11.10	11.30	11.50	11.70	11.90	12.10	12.30
Yau Ma Tei	dep.	10.15	10.35	10.55	10.75	10.95	11.15	11.35	11.55	11.75	11.95	12.15	12.35
Yau Ma Tei	dep.	10.20	10.40	10.60	10.80	11.00	11.20	11.40	11.60	11.80	12.00	12.20	12.40
Yau Ma Tei	dep.	10.25	10.45	10.65	10.85	11.05	11.25	11.45	11.65	11.85	12.05	12.25	12.45
Yau Ma Tei	dep.	10.30	10.50	10.70	10.90	11.10	11.30	11.50	11.70	11.90	12.10	12.30	12.50
Yau Ma Tei	dep.	10.35	10.55	10.75	10.95	11.15	11.35	11.55	11.75	11.95	12.15	12.35	12.55
Yau Ma Tei	dep.	10.40	10.60	10.80	11.00	11.20	11.40	11.60	11.80	12.00	12.20	12.40	12.60
Yau Ma Tei	dep.	10.45	10.65	10.85	11.05	11.25	11.45	11.65	11.85	12.05	12.25	12.45	12.65
Yau Ma Tei	dep.	10.50	10.70	10.90	11.10	11.30	11.50	11.70	11.90	12.10	12.30	12.50	12.70
Yau Ma Tei	dep.	10.55	10.75	10.95	11.15	11.35	11.55	11.75	11.95	12.15	12.35	12.55	12.75
Yau Ma Tei	dep.	11.00	11.20	11.40	11.60	11.80	12.00	12.20	12.40	12.60	12.80	13.00	13.20
Yau Ma Tei	dep.	11.05	11.25	11.45	11.65	11.85	12.05	12.25	12.45	12.65	12.85	13.05	13.25
Yau Ma Tei	dep.	11.10	11.30	11.50	11.70	11.90	12.10	12.30	12.50	12.70	12.90	13.10	13.30
Yau Ma Tei	dep.	11.15	11.35	11.55	11.75	11.95	12.15	12.35	12.55	12.75	12.95	13.15	13.35
Yau Ma Tei	dep.	11.20	11.40	11.60	11.80	12.00	12.20	12.40	12.60	12.80	13.00	13.20	13.40
Yau Ma Tei	dep.	11.25	11.45	11.65	11.85	12.05	12.25	12.45	12.65	12.85	13.05	13.25	13.45
Yau Ma Tei	dep.	11.30	11.50	11.70	11.90	12.10	12.30	12.50	12.70	12.90	13.10	13.30	13.50
Yau Ma Tei	dep.	11.35	11.55	11.75	11.95	12.15	12.35	12.55	12.75	12.95	13.15	13.35	13.55
Yau Ma Tei	dep.	11.40	11.60	11.80	12.00	12.20	12.40	12.60	12.80	13.00	13.20	13.40	13.60
Yau Ma Tei	dep.	11.45	11.65	11.85	12.05	12.25	12.45	12.65	12.85	13.05	13.25	13.45	13.65
Yau Ma Tei	dep.	11.50	11.70	11.90	12.10	12.30	12.50	12.70	12.90	13.10	13.30	13.50	13.70
Yau Ma Tei	dep.	11.55	11.75	11.95	12.15	12.35	12.55	12.75	12.95	13.15	13.35	13.55	13.75
Yau Ma Tei	dep.	12.00	12.20	12.40	12.60	12.80	13.00	13.20	13.40	13.60	13.80	14.00	14.20
Yau Ma Tei	dep.	12.05	12.25	12.45	12.65	12.85	13.05	13.25	13.45	13.65	13.85	14.05	14.25
Yau Ma Tei	dep.	12.10	12.30	12.50	12.70	12.90	13.10	13.30	13.50	13.70	13.90	14.10	14.30
Yau Ma Tei	dep.	12.15	12.35	12.55	12.75	12.95	13.15	13.35	13.55	13.75	13.95	14.15	14.35
Yau Ma Tei	dep.	12.20	12.40	12.60	12.80	13.00	13.20	13.40	13.60	13.80	14.00	14.20	14.40
Yau Ma Tei	dep.	12.25	12.45	12.65	12.85	13.05	13.25	13.45	13.65	13.85	14.05	14.25	14.45
Yau Ma Tei	dep.	12.30	12.50	12.70	12.90	13.10	13.30	13.50	13.70	13.90	14.10	14.30	14.50
Yau Ma Tei	dep.	12.35	12.55	12.75	12.95	13.15	13.35	13.55	13.75	13.95	14.15	14.35	14.55
Yau Ma Tei	dep.	12.40	12.60	12.80	13.00	13.20	13.40	13.60	13.80	14.00	14.20	14.40	14.60
Yau Ma Tei	dep.	12.45	12.65	12.85	13.05	13.25	13.45	13.65	13.85	14.05	14.25	14.45	14.65
Yau Ma Tei	dep.	12.50	12.70	12.90	13.10	13.30	13.50	13.70	13.90	14.10	14.30	14.50	14.70
Yau Ma Tei	dep.	12.55	12.75	12.95	13.15	13.35	13.55	13.75	13.95	14.15	14.35	14.55	14.75
Yau Ma Tei	dep.	13.00	13.20	13.40	13.60	13.80	14.00	14.20	14.40	14.60	14.80	15.00	15.20
Yau Ma Tei	dep.	13.05	13.25	13.45	13.65	13.85	14.05	14.25	14.45	14.65	14.85	15.05	15.25
Yau Ma Tei	dep.	13.10	13.30	13.50	13.70	13.90	14.10	14.30	14.50	14.70	14.90	15.10	15.30
Yau Ma Tei	dep.	13.15	13.35	13.55	13.75	13.95	14.15	14.35	14.55	14.75	14.95	15.15	15.35
Yau Ma Tei	dep.	13.20	13.40	13.60	13.80	14.00	14.20	14.40	14.60	14.80	15.00	15.20	15.40
Yau Ma Tei	dep.	13.25	13.45	13.65	13.85	14.05	14.25	14.45	14.65	14.85	15.05	15.25	15.45
Yau Ma Tei	dep.	13.30	13.50	13.70	13.90	14.10	14.30	14.50	14.70	14.90	15.10	15.30	15.50
Yau Ma Tei	dep.	13.35	13.55	13.75	13.95	14.15	14.35	14.55	14.75	14.95	15.15	15.35	15.55
Yau Ma Tei	dep.	13.40	13.60	13.80	14.00	14.20	14.40	14.60	14.80	15.00	15.20	15.40	15.60
Yau Ma Tei	dep.	13.45	13.65	13.85	14.05	14.25	14.45	14.65	14.85	15.05	15.25	15.45	15.65
Yau Ma Tei	dep.	13.50	13.70	13.90	14.10	14.30	14.50	14.70	14.90	15.10	15.30	15.50	15.70
Yau Ma Tei	dep.	13.55	13.75	13.95	14.15	14.35	14.55	14.75	14.95	15.15	15.35	15.55	15.75
Yau Ma Tei	dep.	14.00	14.20	14.40	14.60	14.80	15.00	15.20	15.40	15.60	15.80	16.00	16.20
Yau Ma Tei	dep.	14.05	14.25	14.45	14.65	14.85	15.05	15.25	15.45	15.65	15.85	16.05	16.25
Yau Ma Tei	dep.	14.10	14.30	14.50	14.70	14.90	15.10	15.30	15.50	15.70	15.90	16.10	16.30
Yau Ma Tei	dep.	14.15	14.35	14.55	14.75	14.95	15.15	15.35	15.55	15.75	15.95	16.15	16.35
Yau Ma Tei	dep.	14.20	14.40	14.60	14.80	15.00	15.20	15.40	15.60	15.80	16.00	16.20	16.40
Yau Ma Tei	dep.	14.25	14.45	14.65	14.85	15.05	15.25	15.45	15.65	15.85	16.05	16.25	16.45
Yau Ma Tei	dep.	14.30	14.50	14.70	14.90	15.10	15.30	15.50	15.70	15.90	16.10	16.30	16.50
Yau Ma Tei	dep.	14.35	14.55	14.75	14.95	15.15	15.35	15.55	15.75	15.95	16.15	16.35	16.55
Yau Ma Tei	dep.	14.40	14.60	14.80	15.00	15.20	15.40	15.60	15.80	16.00	16.20	16.40	16.60
Yau Ma Tei	dep.	14.45	14.65	14.85	15.05	15.25							

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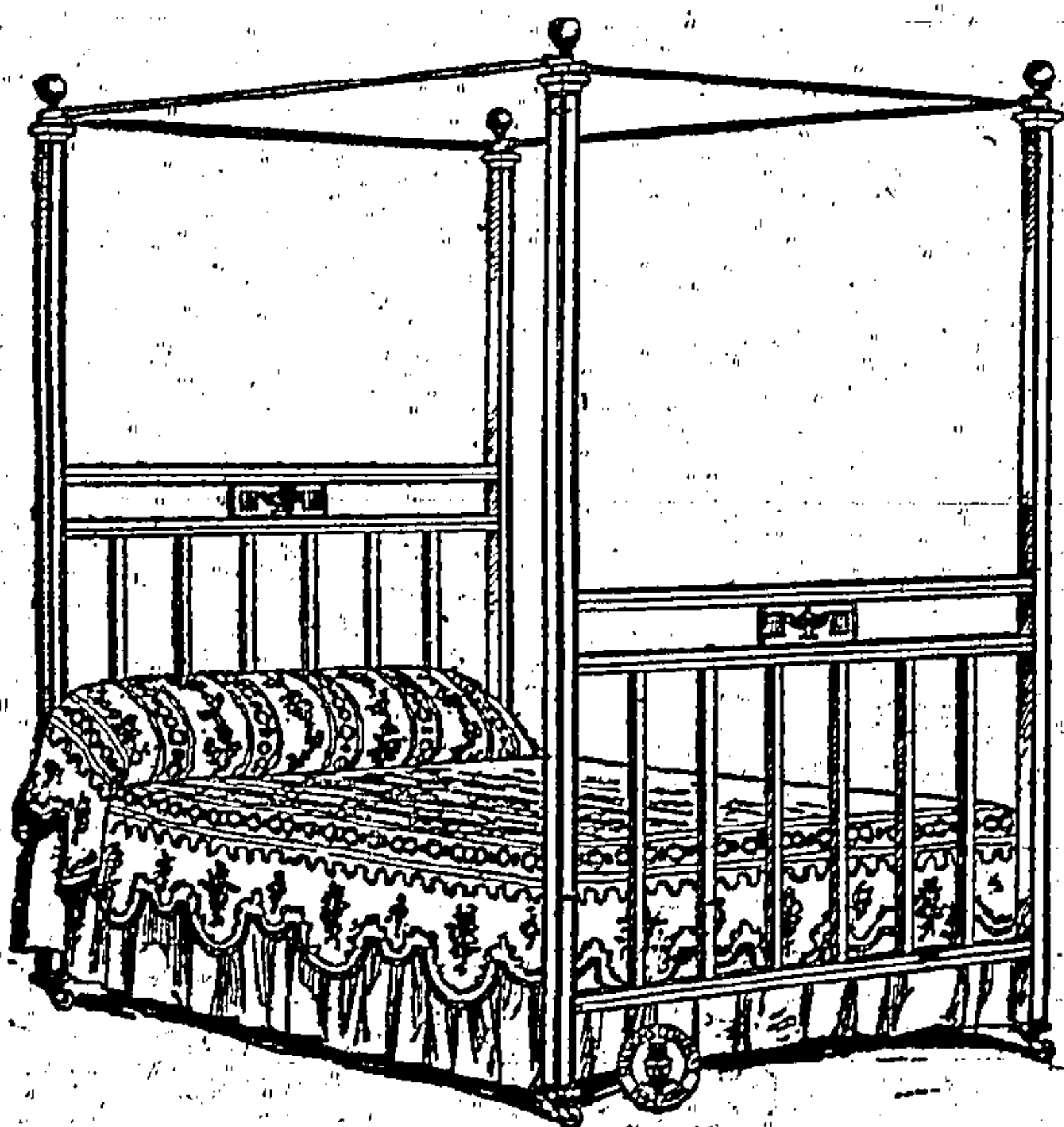
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MACAO AND THE CANTON GOVERNMENT.

[BY ORIGIN KIMH FOR THE "HONGKONG DAILY PRESS"]

Macao has again come into its recurrent prominence by reason of a recent brush between the Portuguese and the Chinese authorities which resulted in the death of at least one man and the wounding of several others. The so-called "incident" of September 18 is but the latest of a long series of similar incidents and is of only minor importance when compared with the "Macao question" as a whole.

In the middle of the sixteenth century the Portuguese traders began using the peninsula of Macao as a rendezvous and base of operations for their excursions to the Chinese coast. The coast at that time was infested with pirates whom the Chinese authorities found difficult in suppressing. The Portuguese, being themselves among the chief "looters" from the piratical raids, joined forces with the Chinese and the pirates were destroyed. In return for this assistance the Chinese gave the Portuguese official permission to continue to occupy their station at Macao at a nominal rental of five hundred taels a year.

No limits were set to the amount of territory which the Portuguese might occupy and during the succeeding centuries the growing colony expanded until it well-nigh covered the entire peninsula. The Chinese of Hong Shan, the adjoining mainland, fearing further encroachment, built a wall across the narrow neck of land which leads to Macao, and thus established a limit to Portuguese activities. This wall became known as the "Barrier."

It later passed into Portuguese hands and is now used to control the Chinese entering the colony. The Barrier marked the limit of Portuguese encroachment on the mainland but this was not definitely accepted by both sides. The Portuguese filed in the peninsula and then extended their occupation to the neighbouring islands of Taipa and Coloane. These two islands appear to have been brought very definitely under Portuguese control. They are defended by Portuguese forts, manned by Portuguese garrisons; they are governed by Portuguese officials and equipped with Portuguese schools and hospitals. There is little if any remnant of Chinese authority in them.

In 1885 China demonstrated her weakness to the world and was pre-occupied with many troubles. The Portuguese Governor of Macao, deeming the moment auspicious, declared the colony to be Portuguese territory, refused to make further annual payments, and drove out the Chinese customs and other officials. China was not only unable to restore her sovereignty over the peninsula and the two islands, but found it extremely difficult to prevent Portuguese encroachment on the three other islands of Joao, Vong Kam, and Lappa.

In 1888 a Protocol was signed at Lisbon through the efforts of the Chinese Maritime Customs officials, by the terms of which China, in return for the assistance of the Portuguese in suppressing the opium traffic, was to recognize the colony of "Macao and its dependencies" as Portuguese territory. The provisions of this protocol were incorporated in the treaty which was signed at Peking the following year, except that the treaty itself recognized Portuguese sovereignty in "Macao" without mentioning the "dependencies."

The treaty of 1887 did not set forth the boundaries of the Portuguese territory thus recognized, but provided that the boundaries should be fixed by a joint commission to be appointed later. Meanwhile it declared that the "status quo" was to be preserved. The joint commission has not yet been appointed. The Portuguese say it is the fault of the Chinese and the Chinese say it is the fault of the Portuguese. Probably they are both right.

At any rate the boundaries of "Macao" are still undetermined and the "status quo" still prevails. The "status quo" of 1887 was not a status at all rather it was a flux. The Portuguese were earnestly striving to expand the boundaries of their control and the Chinese were as earnestly trying to prevent them from doing so. And this very unstable status has been continued to the present day. It has given rise to numerous "incidents" of which that of September 18th is but the latest. As long as the boundaries remain unfixed it will give rise to repeated incidents of a similar character. It would not be at all surprising if it led to the most serious consequences.

For things have changed since 1887. The war of 1841, which enabled the doughty Governor of Macao to seize the colony for Portugal, also gave the British Hongkong. Under the drive of British enterprise, Hongkong has long since drawn practically all legitimate trade away from Macao. No longer do the ships crowd her harbour. Her day as an entrepot in her markets. Her day as an honest trader is done. The reason for her existence has long since ceased. But there she is—a Portuguese colony which across the world from Portugal, which has itself sprung from a great world empire to a small European republic. Macao sends no wealth to Portugal. Nor does it draw any nourishment from the mother-country. It is simply there—a piece of flotsam left on the beach by a receding wave of European conquest. And like other flotsam left on other beaches it tends to become malodorous. Macao, deserted by legitimate commerce, has become the home of gambling, opium and prostitution. Upon these three to-day Macao not only exists, but flourishes. Her officials, almost the only pure Portuguese left in the colony, grow rich on the spoils. Her lawyers are all supposed to receive an annual retainer of goodly size from the "three vices" in order that they may not take a case against them. Her people and those of the neighbouring countryside are debauched and ruined while Macao spends vast sums upon a fantastic and useless harbour development in order to keep her tainted wealth in circulation and allow those who have the handling of it to exercise their ancient privilege of private accumulation.

Meanwhile China too has changed. There is abroad in the land a spirit of regeneration. She herself has donned republican garments, ill-fitting though they may be, and repeats phrases of "self-determination," "rights of weak nations," and others that she has learned from the West. Some of her people are beginning to demand that she be treated with the respect to which her ancient and honourable civilization entitles her. More than that, there are evidences of a growing determination to recover some of the perquisites of sovereignty which she has lost through her weakness to the aggressive West.

Such a spirit is intolerant of a condition such as exists at Macao. And it so happens that the living embodiment of that spirit and the centre of its activities is at Canton, the capital of the province from which Macao is to be torn whenever the boundary commission decides how much to tear. This renders the situation particularly acute for the isolated colony. Of course Portugal, as a self-respecting member of the family of nations, does not for a moment recognize the Government at Canton. Every body knows that the capital of China is at Peking and Portugal maintains a Legation in that city so that her Minister may be close to the "Government of China" and thus protect Portuguese interests.

Thus the theory. The fact is, however, that Peking has no more control over what goes on in Kwangtung than has the government of Estonia. Canton is on the job and Canton has no sympathy with Portuguese aspirations at Macao. Hence when incidents like that of September 18th arise it is Canton that takes them up and it is Canton that makes it very plain to Macao that such incidents are not desirable from the Macanese point of view.

The incident of September 18th was briefly this. The inner harbour of Macao is formed by the peninsula and the island of Lappa. Macao contends that this entire harbour is Portuguese. The Chinese contend that, according to international law, the boundary line is the centre of the channel between the two territories. Here, then, as on the island itself, the local Chinese and Portuguese take every opportunity to restrict the activities of the other.

On September 18th, a boat full of Chinese soldiers rowed along the Lappa shore into the harbour. The Portuguese harbour-master ordered them out. They refused to go and, so the Portuguese claim, threatened the harbour-master with their weapons. He signalled a patrol-boat. When the Chinese saw this approaching they rowed ashore and took up a position behind some rocks. Who fired first it is difficult to determine. One gets little satisfaction either from the Chinese Alphonse or the Portuguese Gaston. But firing there was and one man in the patrol boat was killed and three others wounded. The shots from her machine guns and small cannon only damaged the rocks on shore so she withdrew. For a day or two war was in the air. The Chinese gunboats cleared for action. The Portuguese gunboats cleared for action. Troops took up their positions in battle array. The train was all laid for a tremendous explosion. But a British gunboat arrived; its commander did some very straight talking, and the war-clouds blew over. The only other casualty was the death of a Portuguese soldier who was looking down the mouth of one of the ancient cannon which decorate the Macao forts to see if it would go off and it did.

Arms gave way to diplomacy and the scene of the struggle was transferred from the inner harbour to the Yamen in Canton. The Chinese asked for a joint investigation. The Portuguese refused. The Chinese made their own investigation and learned that the whole matter was the fault of the Portuguese. They thereupon made four demands upon the Governor of Macao. He must apologize for the conduct of his subordinates; he must punish the officer who ordered the firing; he must agree not to bother the Chinese hereafter on their side of the harbour; and he must stop gambling in Macao.

At this point the Portuguese Minister, recognizing the preponderance of fact over theory, left his Peking haunt to come to Canton to see what he could do. Both sides conceded a little and it was finally agreed to have a joint investigation. Each side was to appoint two members of the commission and they were to agree upon the fifth member. There was no difficulty in the appointment of the four members but so far they have not been able to agree upon the fifth. And it may take thirty-five years for them to agree, just as it has done in the matter of the boundary commission!

The settlement of the "incident of September 18th," however, is of comparatively little importance. It would not remove the causes of future trouble nor settle the vexed "Macao question." Evidently China will be satisfied only with the restoration of the sovereignty of the whole territory. To its mind the islands and the peninsula itself were stolen from China when she was unable to protect herself and only their retrocession can restore its self-respect. It is hardly likely then that the matter can be settled permanently on any basis short of the withdrawal of all Portuguese pretensions to Lappa, Joao and Vong Kam, the fixation of the boundary at mid-channel, and last but by no means least, the suppression of gambling, the opium trade, and prostitution. The Chinese are not likely to surrender this, one of the few remaining vestiges of empire, without a struggle.

To meet the Chinese claims, Lappa, Joao and Vong Kam, and to a boundary at mid-channel is within the bounds of possibility. But to suppress the "three vices" is to effectually cut off the nourishment of the colony. This would mean evacuation or subsidies from home. And there you are. It is a pretty problem for a world court—and it will probably take a while to settle it. And then it is quite likely that it will remain a "question" until Portugal retires from the Chinese coast.

SPORT.

FOOTBALL.

HONGKONG LEAGUE—DIVISION 1.

H.M.S. "CAIRO" 2; H.M.S. "TITANIA" 1.

These teams met on the Navy "A" ground on Monday last in a postponed match which was originally fixed for December 10th.

The game was evenly contested and on the run of the game should have been a draw. No scoring took place in the first half. After the change of ends the "Cairo" scored a lucky goal for Phillips in clearing kicked the ball straight to Stevenson and it rebounded off the centre forward into the net. Shortly afterwards Gale receiving in midfield went away with a spurt and beat Phillips putting the "Cairo" two up. Before the finish Gale scored for the "Titania" beating Eve with a long shot from the touch line.

The teams turned out as under:—
"TITANIA"—Phillips; Collins and Allison; Riley, Wilkins and Banks; Bell, Ashley, Goddett, Bates and Gale.
"CAIRO"—Eve; Cheshire and Thomson; McClurg, Bennett and Ryder; Upington, Gale, Stevenson, Smith and Hindley.
Referee: Mr. Angus.

GOLF.

CAPTAIN'S CUP COMPETITION.

The result of the Captain's Cup Competition played over the past week-end at Fanning is as follows:—

P. A. Cox	87-11-76
A. B. Purves	82-5-77
H. G. Hegarty	93-15-78
C. E. Sandstrom	94-16-78
F. A. Dinsdale	92-14-78
C. C. Stark	88-10-78
H. N. Ireland	84-5-79
A. E. Crappell	85-6-79
R. K. Valentine	88-9-80
J. W. Frank	89-9-80
D. J. Valentine	91-10-80

UNIVERSITY TENNIS MATCH.

PAST & PRESENT.

A doubles match will be played before Congregation this afternoon on the Vice-Chancellor's and the Staff tennis courts. The Tennis Club invite those who are attending the Congregation to visit this match. Players:—

Past—Mr. Wei Wing Lok (capt.), Mr. Ng See Kwong, Mr. Wong Po Kuang, Mr. Yew Man Tsun, Mr. C. Choa, Mr. Lo Man Ho.
Present—Mr. A. A. Raminah, Mr. D. L. Luing, Mr. S. A. M. Sopher, Mr. D. K. Sany, Mr. H. M. So, Mr. M. Y. Yue.

LOCAL DIVIDENDS.

HONGKONG AND SHANGHAI BANK.

The Directors of the Hongkong and Shanghai Banking Corporation announce that, subject to audit, the Dividend and Bonus for the half year ending December 31st, 1931, will probably be:—
On old shares dividend £2 per share
Bonus in addition to dividend £2 per share
On new shares dividend £2 5s. per share
Bonus in addition to dividend, 15/- share.
Add to the Silver Reserve Fund \$2,000,000.
(This amount includes about \$750,000 part of the premium on new shares.)
Write off bank premiums 1,000,000
Carry forward to next year about 3,350,000

THE LAND COMPANIES.

Subject to audit, the Hongkong Land Investment and Agency Co., Ltd., will pay a final dividend of \$5 per share and a bonus of \$9 per share.
The Hongkong Central Estate, Ltd., will pay a final dividend of \$5 per share.
The Hongkong Land Reclamation Co., Ltd., will pay a dividend of \$5.25 per share.

MARSHAL JOFFRE.

JAPAN ITINERARY.

Marshal Joffre is expected to arrive at Yokohama on January 20th on board the French warship *Montcalm*. The battleship *Kongo*, the flagship of Vice-Admiral Nakano, the Commander of the Second Fleet, will meet the French warship conveying the distinguished visitor in Tateshima Bay at the entrance to Tokyo Bay where they will exchange salutes. The Prince Regent will go to Tokyo station personally to receive Marshal Joffre, who will stay in Japan for about three weeks, during which time he will visit Nikko, Kyoto and other places of note. Embarking on the *Montcalm* at Kobe early in February he will leave for Korea by way of the Inland Sea. He is expected to visit Miyajima and Kure, inspecting the Naval Arsenal and the Academy on the occasion.

TICAL EXCHANGE.

A special Siamese Government Gazette announces that the Treasury will issue legal currency in Bangkok against gold paid to the Ministry of Finance abroad, at the rate of Tcs. 9.50 per £1. This Notification supersedes the one issued on November 24th, 1931, in which the rate was fixed at Tcs. 9.14 per £1. At that time silver was soaring daily and had already reached a price of over 700; per standard oz., and the Government was compelled to raise exchange on four successive occasions to protect the silver outflow. As the higher rate is no longer necessary for the protection of the silver outflow, the Ministry of Finance has decided to reduce the Government buying rate from Tcs. 9.14 to Tcs. 9.50 per £1, thus foregoing in the general interests of the trade of the country, an extra profit of 36 satangs per £1.

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Tsinanai	Santuso	Holow
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Vladivostok	Nicolajovsk
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CHOSON (Korea).

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Chemulpo	Fusan	Chinnampo
Kusan	Pingyang	Songghin

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Manila	Iloilo	Cebu
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OFFICERS OF COAST & RIVER STEAMERS.

CORRESPONDENCE.

MR. ORME'S RECENT LECTURE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—I was much interested to read Mr. G. N. Orme's interesting lecture on "The people of China" appearing in your issue of the 6th inst. The following remark by Mr. Orme contains the key to the unlocking of the problem of the great and ever-recurring racial question:—"We shall soon be much nearer together, nationally and racially, than we have been."

If all thinking men will remember this, instead of stirring up race hatred by agitation and publishing dangerous books and newspaper articles, we may yet hope for some world-stirring decisions by the Washington Conference, leading to a better understanding between the nations assembled together today.

Mr. Orme again refers to the colour bar as follows:—"The most insuperable difference is the colour bar. We feel, and partly acquire, a feeling of contempt for people who are not so pleasantly bleached as we are ourselves. With a view to making it easier I would like to recall you to our ancestors. I won't take you to the Ice Age, because you will find it rather cold, but I will take you back to the pleasant days when mankind first found it possible to subsist without getting into caves, when Civilization began to dawn. These days must have been passed in some warm, tropical climate and, whether we are all one family or not, I think there was not very much to choose between us in point of colour. We were pretty well browned, if not blackened, by the sun. Subsistence became difficult and we outsiders, because it appears that the negro is a rather higher type than ourselves—had to begin moving north and south to a colder climate and we began to lose that delightful colour which we now associate naturally with the negro. We became that nasty bleached colour which we see among ourselves to-day, some who went north, like the Chinese, also lost their black colour, but not going into misty climate, they chose the rather yellowish colour we see and not the dull white we acquired and are now so proud of. If you are 'top-dog' you can make anything you have got a subject for pride but it is not sufficient ground for despising other people. We must look for some more solid ground of superiority than mere colour."

It must be most delightful and exhilarating to Universal Peace workers to see Mr. Orme expressing himself in this strain, and let us hope that there will be plenty of others to follow in his footsteps.

The races of Russia and Southern Europe are already thoroughly mixed and blended, and you have colours ranging from dull white to brown and even the black of the negroes and many have the facial characteristics of the Mongolian tartars! Therefore, why discriminate now?

In the interests of Universal Peace and the Brotherhood of Man, I think we should encourage this mixing and blending of the different races, as it is the only way to solve the difficult and distressing race and colour problems, which confront us to-day. If we believe in God the Creator, this is the proper course to pursue.

Regarding the Chinese, I think it is a fallacy to call them the yellow race. You will find in North China to-day many Chinese quite as white and with classical features equal to those of any European. The colour of the Chinese varies from white to different shades of brown, but it is never yellow.

In reality the human race consists of three distinct colour divisions, viz., white, brown and black. All other colours are merely blends.

I cannot agree with Mr. Orme that our original ancestors were black in colour, and that the negro is a higher type than the whitish-browns. Intellectually and morally, the black race cannot compare with the white and brown races. But, of course, there are rare exceptions.

The existence of the Black race, with its frizzled hair and calf-less legs, is one of the inscrutable mysteries of God. They are undoubtedly Hamitic in descent, and does not the Bible teach—"Cursed be Canaan; a servant of servants shall he be unto his brethren?"

And, does not the Bible also teach—"Blessed be the Lord God of Shem; and Canaan shall be his servant," and also "God shall enlarge Japheth, and he shall dwell in the tents of Shem; and Canaan shall be his servant." And has not all this come true to-day?

Most of the black races (negroes, negroes, dravidians, etc.), are still savages, and of poor mentality, and it does not appear likely that they will ever become the equals of their Shemitic and Japhetic brethren in intelligence and learning.

The descendants of Japheth (white races) are at present in occupation of North and South America and Australia (the tents of Shem); but they should always remember that the Shemites are the original owners of the land and that they should welcome and treat them as brothers. It appears that Almighty God has given the Hamitic races their black pigments, thick skull, and frizzled hair, so as to keep them distinct from all the other races of the world. And, no doubt, this is why intermarriage between blacks and whites is fraught with such disastrous results. It is impossible to have a graded blend of black and white, and vice versa. And no matter how you cross blacks and whites, the ruddy black is always the predominant colour. Black can never be bleached and changed into white by marriage or climatic changes, as believed by Mr. Orme. It is just the contrary with browns and whites, and

intermarriage results in beautiful specimens of manhood and womanhood, as is proved throughout the wide world. I am, therefore, of the strong belief that the original ancestors of the human race were either white or a light brown, and I will now explain how I arrived at such a conclusion.

Speaking from an anthropological standpoint, there are only three great coloured divisions of the human race, viz., white, brown and black; and, strange to say, they coincide with the three racial branches of the descendants of Shem, Ham and Japheth, the three sons of Noah, as recorded in the Bible. All other races are merely the off-shoots of these three great branches, and the changes in colour and features have been due to intermarriage, climatic changes, and physical surroundings. As already pointed out in my books and seven supplementary pamphlets (Messrs. Kelly & Walsh, Ltd.), all human migrations can be traced from the place of their common origin, viz., the locality between the Tien Shan Mountains and the Kuen Lun Mountains (Chinese Turkestan) of the Central Asian Plateau, so frequently mentioned in the ancient history of China, Persia, and India.

In studying the origin and migrations of the human race, care should be taken not to confuse the two migrations, viz., (a) Ante-diluvial migration started from the Tien Shan River Basin of Chinese Turkestan, that historic locality between the Tien Shan and Kuen Lun mountains, the land of "The River with Four Heads," and the "Eden" of the Bible.

Before the great upheaval of Central Asia and the subsidence of a vast continent in the Pacific Ocean, which caused the sudden change in the North Polar Regions, which suddenly froze Northern Asia and removed the cold from North East America and Northern Europe, and produced the great Tidal Wave which travelled round the World, and suddenly destroyed and wiped out all ancient prehistoric civilizations, thereby causing the puzzling and inexplicable "gap" in the histories of all modern nations, the four tributaries of the Tien Shan River of Chinese Turkestan were connected with the four great rivers Ganges, Indus, Oxus and Jaxartes. These great physical changes are verified by a careful study of the numerous ancient dried up water courses, and the mountains, and the geological conditions of the Central Asian Plateau, which all show signs of terrible volcanic action and upheaval. To prove that all the ancient prehistoric civilizations were suddenly destroyed and wiped out of existence by the Tidal Wave of the Deluge, it will be sufficient to recall the inexplicable blank in the ancient history of Egypt, Greece, Chaldea, New Mexico, Peru, Switzerland (Age of lake dwellings), and Ancient Britain (Age of trilliths of Stonehenge, and the grave mounds and "sentinel" stones of the Orkney Islands). No written records of the history of these prehistoric nations exist, and the present natives of the land are quite ignorant of the history and origin of these lost races. Another proof of the universal destruction of life by the Diluvial Tidal Wave is the existence of vast deposits of diluvial loess, salt lakes, salt deposits, and deserts in different continents of the world. And I am positively certain that if further excavations are made amidst the sand and which surrounds the Sphinx and pyramids of Egypt, and the vast loess areas of China and other parts of the world, the spades of archaeologists and explorers will disclose ante-diluvial relics, which will shed much light on the life and history of these prehistoric nations, which have been destroyed by the Deluge.

The post-diluvial migration started from the great loess plain of the Yellow River Valley District of China, where Noah and his descendants settled after the Deluge. It is evident that Noah's ark did not rest on the top of Mount Ararat of Armenia, since it would have been scarcely possible for Noah and his family to have descended from such a lofty precipitous crest in safety to the lower regions around them. This great barren and solitary mountain, which rises from the plain of the Araxes to a sublime elevation of 17,260 feet above the sea-level, is a volcanic giant, covered with eternal snow! The place, where the ark grounded, beyond all question, was a place from whence the act of leaving the ark could be accomplished with ease and safety; and consequently, it was not upon the summit of Mount Ararat of Armenia. What is remarkable and interesting is the fact that, according to the Tien Shan system of mountains, a range called the Naxos Mountains, the Tidal Wave of the Deluge must have deposited Noah's ark on the Naxos Mountains (Mountains of Ararat of Genesis of the Bible), and ancient Chinese history mentions "the land of the Deluge, vicinity of Tien Shan after the Deluge, and that he drained the plateau of its flood waters. And what is most important to remember, the Central Asian Plateau is the original home of all our domestic animals, fowls, and birds; and according to the American botanist and horticulturist Frank N. Meyer of the Bureau of Plant Industry, Department of Agriculture, Washington, D.C., Kansu Province is the original home of all our fruit trees.

It must now be clear to all thinking men that it was from the Greek Plain of the Yellow River Valley District of China that God scattered Noah's descendants abroad upon the face of the earth to repopulate the whole world. Having descended into the lowlands from the highlands of the Central Asian Plateau, later generations of Shem, Ham and Japheth's descendants lost all trace of China (Shinar), the land of their origin. Their descendants never thought of returning to China (Shinar), the land of their origin, as they must have been over-awed by the vast, formidable

(Continued at foot of next column.)

MR. HARRY ORME'S FOURTH RECITAL.

A large and appreciative audience almost filled the room on Monday afternoon to hear Mr. Orme's interpretation of Chopin and Liszt. The programme opened with a Polonaise which must, I think, have been unfamiliar to most of those present; it certainly does not appear in the Angerer edition. Starting with a movement almost in the familiar Nocturne form, with a superb choral passage in the middle, it later breaks out into the wildest phantasies of a Polonaise. The only other Chopin item was the well-known Second Sonata. When John Keats confined his genius in the heroic couplets of "Endymion" he produced something which certainly would not of itself have won him immortality, and the reader has a constant urge to get back to the real Keats of the Odes, of which the more stilted composition contains the mere echo. So, too, I think with Chopin's Sonatas. They are in no way hide-bound, and, indeed, in the matter of formalism they are considerably looser than the Mazurkas and the Scherzos, movements, which should be as stiff as a gavel; but one has the constant feeling of Chopin deliberately setting himself to compose something which shall qualify him for a serious place among the immortals. For example, it is hard to believe that Chopin would have put the "Funeral March" where he did if Beethoven had not set the fashion.

Chopin's greatness is largely due to his complete mastery of what by his time had become the very complicated and delicate instrument known as the piano-forte. He was the first to realise its immense possibilities as a medium of expression, notably in the matter of the singing solo note and the chromatic run. Mr. Orme's execution was, as usual, faultless, every note in the most complicated runs standing out like dew on the morning grass. If one missed the "rubato" which Padermoss has popularized, strict tempo is certainly an error in the right direction and greatly to be preferred to the sentimental exaggeration which is too often heard in the playing of Chopin.

An infant prodigy, whose name I forget, on being asked at the age of 64 the name of his favourite composer, answered "Liszt." Whether they looked him up forthwith or he is still at large is not known, but the pointless story is a true one. Liszt was a pianist first and a composer afterwards. His vice seems to be a misapprehension of the limitations of the instrument and to me his music consists of periodical spells of sanity among a setting something like Bruck's Benefit; but some people seem to enjoy it. Mr. Bowes-Smith played admirably the adapted accompaniment to the First Concerto, and Mr. Orme played both it and (as an encore) the eleventh Rhapsodie with his usual verve and precision. Talking of funeral marches, why is it that they are always in the form of solemn-gay-solenn? Is the middle part a glimpse of heaven, or merely a relief? Perhaps the plot is what so often happens at real earthly funerals, namely:—First Movement: "So old X is dead. Wall I am sorry. What a dreadful thing." Second Movement: "He was a cheery sort, wasn't he? Remember those nights two years ago! And that time he held four Kings! I wonder if he'll get any poker where—?" Third Movement: "steady on. One shouldn't joke here. Poor old X. I am sorry. What a dreadful thing."

MUSICUS.

THE STRANDED "MANJI MARU."

VESSEL NOT IN DANGER.

The Taikoo tug-boat, Taikoo, has been dispatched to the assistance of the M.B.K. cargo steamer, Manji Maru, which went ashore in the Hainan Straits on New Year's Day. The Taikoo Maru, which was sent to the rescue directly the news of the stranding reached the port, has returned with a report that the vessel is in no danger and that her salvage by the tug should present no great difficulty.

able mountain systems of India, Tibet, Chinese, Turkestan, which acted as an "exclusion wall" for nearly two thousand years, resulting in China being a terra incognita to the West, until B.C. 200, when the armies of the Han Emperors of China reached the confines of Persia.

Having lost all trace of China (Shinar), and being surrounded by vast oceans and dihyvan inland seas, the frozen wilds of Siberia, and formidable mountain chains, they mistook Mesopotamia and the surrounding country to be the whole world; and this is why the ancient historians of the West crowded all places, rivers, and mountains mentioned in Chapters I. to XI. of Genesis into this corner of Western Asia! Could they have made a greater mistake? And, it is this mistake, which has confused and confounded the Church and the thinking world for close on four thousand years. Having established the fact that Noah's descendants were scattered abroad upon the face of the Earth from the Yellow River Valley District of China, it is reasonable to suppose that the original colour of these people was white or a light brown, and not black, as supposed by Mr. Orme. And, it is noteworthy that in historical paintings and frescoes of the "Tang" dynasty, the ancient Chinese are painted with white faces. Their features are noble and classical, and their long flowing robes are Grecian in style. It is, therefore, to believe that these ancient Chinese had black ancestors. Mr. Orme will be pleased to elucidate his theory in his coming lecture—Yours truly,

TSE TSAN TAI.

Hongkong, January 7th, 1922.

CHINESE RESTAURANT PROPRIETORS FINED.

OPEN DURING PROHIBITED HOURS.

The managers of three of the largest Chinese restaurants in Kennedy Town, viz., the Kam Ling, Yick To To and the Kung Wo, were fined \$25 each, yesterday morning at the Magistracy, by Mr. Lindsell for keeping their premises open during prohibited hours. The offences were said to have taken place between 2 a.m. and 3 a.m. on the 28th ult. The defence put forward by the defendants' solicitor, Mr. M. K. Lo, in the three cases was similar. He contended that the restaurants were not open for business when Sergeant Hallam made the call. The doors in each case were closed, but not locked. The lights had been switched off, and the staff of *fohis* dismissed for the night. In each case a party of guests were found on the premises, but Mr. Lo's argument was that they were preparing to leave when the police visited the establishments. He contended that these guests had been warned to leave before 2 a.m. They finished their meals and then left. "If a guest was ordered to leave," he said, "and did not do so, then the onus should rest on the guest and not on the proprietor. The proprietor was placed in an awkward position. He could not eject the man. Chinese of important official and social standing visited these restaurants and when ordered to quit generally said in a tone of authority: 'What do you mean by ordering me to leave the place? Leave it to me. I will take all responsibility!'"

Asked by the Magistrate where he was going to draw the line, Mr. Lo pointed out that if the restaurants had been fully lit up and the proprietors had been attracting business then an offence would have been committed. In this case they were closed to the public and they were getting the guests out as quickly as possible.

"But supposing the guests were there," queried Mr. Lindsell, "say at 4 in the morning?"

Mr. Lo: I would say the same in that case if the doors were closed. It would be a question of degree. I think it is necessary that a ruling be given on this point.

Mr. Lo pointed out that in the case of the Kung Wo restaurant all 23 rooms of the hotel had been occupied; 22 of the rooms were vacated before 2 a.m. and that the 23rd room, containing five guests, was vacated by 2.30 a.m. There was no point in keeping a large restaurant open for the sake of five guests in one room, and in support of his argument the manager of the Kung Wo gave evidence.

The manager stated that the main object of the staff was to get the hotel cleared as early as possible; by so doing much expense to the proprietors was saved.

Mr. Lindsell in imposing the fine admitted that Mr. Lo had a good case and if the procedure as mentioned by Mr. Lo was carried out the defendants were well within the law. From the police evidence adduced he was of the opinion that the procedure was not strictly followed, and that singing girls were on the premises. The onus, therefore, rested with the defendants. They were not sufficiently careful in preserving the law and a fine of \$25 was imposed in each case.

DECEIVING THE POLICE.

BOILING OPIUM UNDER THEIR NOSES.

How a flourishing opium business was carried on in a matched under the eyes of the Police was described by Chief Preventive Officer Watt to Mr. J. R. Wood at the Magistracy, yesterday, when a Chinese was sent to prison for three months with hard labour for boiling opium. He was also fined \$150 with the alternative of 3 months' imprisonment for being in possession of 4.7 taels of prepared opium. The defendant admitted the charge and said that he had nothing to say.

Chief Preventive Officer Watt, acting on information received, visited the man, situated a few yards distant from the Police Quarters in Caine Road. Peeping through a narrow slit between door and door post Mr. Watt saw the defendant busy preparing opium. There were two busy preparing opium. There were two "furnaces" going, one for boiling water used in preparing the drug and the other for boiling the opium. In the living room of the shed, which was very comfortably furnished, a tin containing 4.7 taels of prepared opium was found. The man was carrying on a large trade with the coolies engaged in the neighbourhood in erecting buildings, including the new police quarters.

The opium used was of a very poor quality and consequently its odour was very pungent, and as the matched was quite close to the police station it is surprising that the man was not caught sooner. The smell of the boiling opium was noticeable at some distance from the shed.

A COOLIE'S FIND ON THE S.S. "CHINA."

SOMETHING UP HIS SLEEVE.

A Chinese was sent to prison for three months by Mr. Lindsell, at the Magistracy, yesterday, for being in unlawful possession of a wallet containing three duplicate bank drafts on the Bank of Canton and a pair of gold-rimmed spectacles. The defendant said that he found the wallet and the spectacles whilst working on the s.s. China. Sgt. Vincent stated that there was no possibility of tracing the owner. He had made enquiries at the Bank of Canton and was informed that the drafts, valued at \$700, had been cashed. The spectacles were found hidden up the defendant's sleeve.



GREAT BOOT SALE.

LANE, CRAWFORD'S

ARE SELLING THEIR COMPLETE STOCK OF

OAKMORE BOOTS AND SHOES

AT ENORMOUS REDUCTIONS.

MEN'S HEAVY BROWN BOOTS	\$15.00
MEN'S BLACK SERVICE BOOTS	\$14.50
SMART BROWN WALKING BOOTS	\$19.50
SMART BLACK WALKING BOOTS	\$18.50
BROWN BROGUE SHOES	\$18.50
BLACK BROGUE SHOES	\$17.50

THESE ARE ALL OUR REGULAR LINES

AND MAY BE HAD IN ANY STYLE AND SIZE.

LANE, CRAWFORD & CO.

SHERWOOD'S RYSTOLITE

THE IDEAL "ENGLISH" WHITE ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

HONGKONG

THE ANDERSON MUSIC CO. LTD.

BEG TO ANNOUNCE TO THEIR NUMEROUS CUSTOMERS THAT THEY ARE REMOVING TO TEMPORARY PREMISES.

AT 5 BEACONSFIELD ARCADE

(Opposite City Hall)

OPENING ON MONDAY 16th JANUARY 1922.

Powell

TELEPHONE 3146

DISTINCTIVE FOOTWEAR FOR GENTLEMEN.

PRICE

\$15⁷⁵

PER PAIR.



These are worth \$21.50 to \$30.00 and are made in all leathers by leading American makers. BLACK, BROWN, BOOTS, SHOES, BROGUES etc. at above clearing price of \$15.75.

BRITISH MADE

"SAXONE" and "KELTIC" Brands From \$18.50.

NEW ADVERTISEMENTS

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY 26th January, 1922, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED on TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.

THE HONGKONG CENTRAL ESTATE LIMITED

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY, 26th January, 1922, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED on TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.

THE HONGKONG LAND RECLAMATION COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY, 26th January, 1922, at 12.00 noon for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED on TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY 26th January, 1922, at 12.15 P.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED on TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"KEEMUN" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 10th January.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 16th Jan. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 31st Jan. or they will not be recognized.

Butterfield & Swire, Agents.

Hongkong, January 10th, 1922. [195]

THE EAST ASIATIC COMPANY, LTD. COPENHAGEN.

THE Steamship

"ARABIAN" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Jan. 1922 will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 17th Jan. at 10 A.M.

All Claims must reach us before the 20th Jan. or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by MANNES & BACKHOUSE, LTD., Agents.

Hongkong, 3rd January 1922. [194]

NEW ADVERTISEMENTS

PEAK CLUB

NOTICE TO MEMBERS and SUB

SCRIBERS. In order to avoid clashing with China New Year, the Fancy Dress Dance will be held on Thursday 26th January.

JOHN BENTLEY, Hon. Secretary.

Hongkong, January 10th, 1922. [193]

G. A. S.

NAVY CONTRACTS 1922-1923.

SEALED TENDERS, in duplicate, for the supply of Fresh Beef for H.M. Naval Service at Hongkong during the period 1st February 1922 to 31st March 1923, will be received by the COMMODORE, H.M. Naval Base, until noon on Thursday the 26th January 1922.

Forms of Tender and any necessary information may be obtained on application to the VICTUALLING STORE OFFICER, H.M. Naval Depot, Kowloon.

The right to reject the lowest or any tender is reserved.

H.M. NAVAL DEPOT, KOWLOON, January 1922. [192]

THEATRE ROYAL.

THE FAIRY CHAIN THE FAIRY CHAIN FINAL MATINEE PERFORMANCE

on FRIDAY the 13th Jan., at 5.30 P.M. In Aid of Children's Charities at Home.

Admission—\$2.00 To all parts of the house. Sailors, Soldiers and Children Half Price.

50c to Boarders of the Diocesan Schools. St. Stephen's Girls School, French and Italian Convents.

Seats can be reserved at Moutrie's. [193]

KOWLOON-CANTON RAILWAY.

(British Section)

TENDERS for the supply of LIQUORS and REFRESHMENTS on four Express and two Slow Trains running between Kowloon and Canton and vice versa.

IT IS HEREBY NOTIFIED that SEALED TENDERS which should be clearly marked "TENDER FOR SUPPLY OF LIQUORS AND REFRESHMENTS ON THROUGH TRAINS" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at Tai Sha Tan until noon of SATURDAY, January 14th, 1922.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or the Head Office of the Chinese Section at Tai Sha Tan.

The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW, Manager, British Section, Hongkong, 9th January, 1922. [170]

WEN TEE CHANG, Managing Director, Chinese Section, Hongkong, 9th January, 1922.

VICTORIA RECREATION CLUB.

MEMBERS are notified that there will be a MASKED FANCY DRESS Dance on SATURDAY the 28th January for members and their friends. Prizes will be awarded the most original costumes (Ladies and Gents).

Intending Subscribers are requested to send in their names with Guests to be invited not later than WEDNESDAY the 11th inst. Subscription \$3.00 Lady and Gent. \$2.00 Single.

MEMBERS are reminded that there will be a SCRATCH REGATTA on MONDAY the 30th inst. at Black Boulder Point when the following Rowing and Sailing races will be held:—Final of Dinghy Race (Mixed Pairs), Novices Four, Junior Four, Senior Four, Tub Sculling (Novices), Open Four (open to any Amateur oarsman, crews to be picked from names handed to Secretary at Black Boulder Point), Ladies pair (With Gentleman Coxswain), OPEN MOTOR BOAT RACE (Handicap) open to privately owned Motor Boats only. Entries close to Hon. Secretary not later than Tuesday the 24th inst. Conditions:—Dinghies will be tied up with their bows on the beach and sails furled; Competitors (two to each boat) with stand 20 yards away. On the gun being fired run to their bows, launch them, hoist sail and sail round course defined on Notice Board to be seen at landing, Black Boulder Point. First Prize presented by Mr. A. van Andel.

A Launch will leave Murray Pier at 9.30 a.m. to convey members and their friends to Black Boulder Point.

Tiffin and tea will be served at \$1.50 per Head. Application in tickets, accompanied by the amount, to be sent in to the Hon. Secretary not later than the 25th inst.

R. O. WITCHELL, Hon. Secretary.

[192]

DAIRY FARM NEWS

BUTTER.

Further reduction in prices.

Dairy \$1.10 per lb.

Dairy-Maid 1.00

The two best known and the best table Butters on the market.

SOLE AGENTS

THE DAIRY FARM, ICE & GOLD STORAGE CO., LTD.

[194]

INTIMATION

NOTICE

KOWLOON WATER WORKS

IT IS HEREBY NOTIFIED that, owing to alterations to the SUPPLY MAINS to Kowloon Peninsula, water in the distributing mains will be cut off between the hours of 8 P.M. on THURSDAY, 12th instant, and 8 A.M. on Friday, 13th instant.

T. L. PERKINS, Water Authority.

Public Works Department, Hongkong, 9th January, 1922. [189]

NOTICE

JOSEPH BROS.

NOTICE IS HEREBY GIVEN that, in consequence of ill health, I have ceased the Office formerly carried on by me at 4, Des Voeux Road Central, under the style or firm name of JOSEPH BROS. All communications and correspondence regarding the firm should be addressed to me c/o THE HONGKONG HOTEL until further notice.

EDWARD M. JOSEPH, Hongkong, 29th December 1921. [188]

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered office of the Company, St. George's Building, Victoria, in the Colony of Hongkong, on the 14th day of January 1922, at 11 o'clock in the forenoon for the purpose of considering, and if thought fit passing the following Resolution as an Ordinary Resolution, namely:—

"That the Directors be and they are hereby authorised to enter into an Agreement with the Government of Hongkong for the grant to the Company of a License (under a new Electricity Ordinance in contemplation) to supply electric light and power in the Islands of Hongkong and Apichau for a period of 25 years upon the terms of a letter addressed by the Hon. Director of Public Works to the Agents of the Company dated the 10th day of December 1921 with such modifications as the Directors may deem expedient."

The above mentioned letter may be inspected by the Shareholders at the office of the Company at any time during business hours until the date of the meeting.

Dated this 3rd day of January, 1922.

GIBB LIVINGSTON & CO., LTD. Agents. [155]

HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT.

SATURDAY, JANUARY 14th. MING YUEN GARDENS at 9.15 P.M.

MAIN EVENT: 15 ROUNDS HEAVYWEIGHT CHAMPIONSHIP CONTEST.

Pte. WILKIN, H.M.S. "Titanic" also 10 ROUNDS CATCHWEIGHT CONTEST.

Sto: P.O. MORGAN v. Seamus BOWDOOD. H.M.S. "Hawkins" v. H.M.S. "Carleton".

AND FOUR SIX ROUND CONTESTS. Booking at Moutrie's.

Members: WEDNESDAY 11th January, General Public: THURSDAY 12th to SATURDAY 14th.

Usual prices. Special Trains will be run. [163]

BY ORDER OF THE MORTGAGEES. Messrs. LAMBERT BROS. are instructed to sell the G. A. S. "KAMMA" as the now lies in the Typhoon Refuge at Tsimshui.

PUBLIC AUCTION TUESDAY, the 24th day of January, 1922, at 3 P.M. IN ONE LOT at their Auction Rooms in Duddell Street.

THE ship is a wooden ship of approximately 1800 tons capacity with accommodation for about 800 Chinese passengers now nearing completion. For particulars to view apply to Messrs. Lambert Bros. the Auctioneers.

For further particulars apply to MESSRS. JOHNSON, STOKES & MASTER, Solicitors &c., Hongkong, or to The Auctioneers.

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PREPAID "WANTED" ADVERTISEMENTS

Leads are lying at this Office for Broom, G.S., K.L., L.N., L.R.L., L.W., M.A., M.K., M.Z., N.P., O.G., P.B.P., P.E., P.G., A.

TO Let, at the Peak, for 7 months from March 1st, fully FURNISHED 5 ROOMED bungalow, with servants. Apply A. O. c/o Daily Press Office. [10]

WANTED immediately an Experienced STENOGRAPHER to work in American Bank. Apply Box 26, stating age and experience. [9]

ANTED: POSITION—VACANT, in an old-established British firm, for a Briton of good education with sound travelling knowledge of South China. Apply Box 167 c/o Daily Press Office. [187]

INTIMATION

It is universally admitted that

WATSON'S

E

WHISKY

Still maintains its high standard of quality.

The same blend, same good old age, mellowness, character, and fine flavour.

Forty years reputation.

A. S. WATSON & CO. LTD.

Wine & Spirit Merchants.

Established 80 Years.

DEATH.

DONNELLY.—At Tientsin, on the 10th January, 1922, ISABELLA, widow of the late A. B. DONNELLY. [197]

HONGKONG OFFICE: 101, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 11TH, 1922.

THE PEACE OF EUROPE.

THE news which has been coming over the wires during the last few days regarding the Anglo-French conversations lends new interest to a notable speech delivered a few weeks ago by the EARL OF DESVRE, when proposing the toast of "Entente Cordiale" at the annual dinner in London of the Association des Sphinx and the Anglo-French Association of Liaison Officers and Interpreters who served in the war.

Lord DESVRE said that he was absolutely and entirely on the side of France with regard to the question of the diminution of her army. While France was protecting her frontier against Germany, and while we wish to see Germany in the position of being one of the markets for our goods, we were perfectly determined that her commercial uprisings should not in any way be accompanied by a military uprising. Great as the effect of the Washington Conference might be, continued Lord DESVRE, the effect would be still greater if America, instead of only agreeing with us in regard to disarmament, would also be prepared to take with us the responsibility that might come from such disarmament. If France reduced its armaments, and if England reduced its Navy, and if either of these countries was wantonly attacked, he did not think it was too much to ask that America should come to the aid of whoever was attacked. The American Ambassador, in reply to a recent speech of Lord DESVRE had said that America would never enter into any alliance. Lord DESVRE replied that his view was that America must accept a certain amount of responsibility as well as giving good advice.

He concluded by urging on the members the duty of working to consolidate the Entente, which he hoped might be an alliance.

A French semi-official message from Cannes, given in the cables yesterday, pointed very strongly to the probability that the conversations will result in a defensive alliance against unprovoked German aggression. It was mentioned that such a pact would have in view the eventual conclusion of a treaty, signed by all the Powers in Europe, by which they will mutually pledge themselves to abstain from aggression. So far as many of the nations of Europe are concerned such a pact already exists in the Covenant of the League of Nations. All the nations of Europe, save our late enemies and Russia, have subscribed to that Covenant and thereby expressly pledged themselves "to respect and preserve as against external aggression the territorial integrity and existing political independence of all members of the League." That represents something more than an Entente Cordiale: it is to all intents and purposes a defensive alliance of all the nations who are members of the League. "Any war or threat of war, whether immediately affecting any of the members of the League or not, is hereby declared a matter of concern to the whole League," says one of the articles of the Covenant, "and the League shall take any action that may be deemed wise and effectual to safeguard the peace of nations." Thus, no nation which is a Member of the League can be an idle spectator of a military uprising on the part of the German people which threatens the territorial integrity of France, or any other nation. So much is perfectly clear. What France is evidently seeking from Great Britain, the Power on whom she would chiefly depend for prompt aid, is a definite plan of the assistance on which she could confidently count in the eventuality she evidently regards as no improbable event. Taking the view of the future of Germany that France does, she feels unable to reduce her own military burden without definite guarantees of foreign aid in case the need for it arises. That we take to be the meaning of the news which has emanated from Cannes: the assurance of the League of Nations Covenant is comforting so far as it goes, but unless definite plans are formed in anticipation of external aggression, what guarantee exists that the territory of France might not be again invaded and devastated while the friendly nations are considering how they might best assist her? France is apprehensive, and, through her Prime Minister, she has given to the world a very frank and impressive statement of what she fears from a re-organised and revengeful Germany. Until the time arrives when "the moral demobilisation" of Germany is more evident than it is to-day, and the more of Germany to abstain from aggression against her neighbours can be accepted with confidence in the honour of her people, neither France nor Belgium can afford to neglect the only alternative safeguards of their peace and security. And it is to the interest of all the allies to see that they are effectively maintained.

On the arrival of the s.s. *Wakasa* in port, the body of a Japanese sailor who had died at sea was removed to the Kowloon mortuary.

A Chinese passenger aged 42 years died from consumption on board the s.s. *Hong Hwa* whilst lying at the Kowloon wharf. The man was a passenger from Singapore to Amoy.

Members and subscribers are informed that there will be an additional Dance on Saturday, the 14th inst., at the U.S.B. Club, Kowloon. A special Peak tram-car will be run, at 12.45 a.m.—Advrt.

On Monday afternoon a ricksha and motor-cycle, No. 30, collided at the corner of Salisbury Avenue and Nathan Road, Kowloon. The ricksha-coulee was slightly hurt and taken to hospital for treatment.

Whilst proceeding to work on Monday morning Miss Holloway, daughter of Mr. Holloway, of the Royal Army Ordnance Corps, a Chinese accosted her at the junction of Bowen Road and Kennedy Road, threw pepper in her face, and then attempted to snatch her hand-bag but failed. The man made good his escape.

We are informed that the Senate of the Hongkong University have recommended to the Associação Portuguesa de Socorros Mutuos, that the "Botelho" Scholarship be awarded jointly to Master Hugh Braga and Master Carlos Mario da Silva, both of St. Joseph's College, and that the Committee of the Society have made the award accordingly.

The Bishop of Victoria has licensed to officiate in this Diocese: John Romanus, M.A. (Trinity College, Cambridge), Lecturer at the University of Hongkong; and Noel Evans, M.A. (Queen's College, Oxford, and Leeds Clergy School), Education Department.

The Bishop of Victoria will consecrate the Church of Our Saviour at Canton today (Wednesday). On Sunday next he holds an Ordination and Confirmation Service in that Church, and subsequently visits the Tsang Shing District. He hopes to return to Hongkong on January 26th.

Another performance of the play "The Fairy Chain" is announced to take place at the Theatre Royal on Friday evening for the benefit of those who were not able to attend the previous performances. Mr. H. C. Wiltshire desires us to mention that special rates will be granted to boarders of the Diocesan Schools, French and Italian Convents and the St. Stephen's Girls School, on a requisition from the Heads of the schools to him at the Victoria Recreation Club. The performance is given in aid of children's charities at home.

An excellent programme of classical music was given last night at a concert arranged by the Church of England Men's Society at the Cathedral Hall. A large and appreciative audience assembled, and the programme was of a high standard. The Misses Vyrie, Ruby and Rosebud Young contributed instrumental solos, Mr. Van Tack Tra Krasno played some skilful violin solos and Mr. Harry Ong showed his usual mastery of the instrument in piano-forte selections from Chopin. He also took part with Miss Vyrie Young in a duet.

A Chinese was charged at the Magistracy, yesterday, with being in possession of 10 tons of prepared opium, valued at \$1,200. The man, who admitted the offence, was a passenger on the s.s. *Sui Tai* from Macao. His luggage was searched and the opium discovered in a rattan basket. The defendant said that a man was to have met him on the s.s. *Sui Tai* to receive the opium, but he did not turn up owing to the presence of the Revenue Officers. A sentence of nine months' imprisonment was ordered.

The health return for the week records one case of plague, which ended fatally. There were two imported cases of smallpox amongst the Chinese but none in any other section of the community. One British and four Chinese contracted diphtheria; one Chinese patient died. There were two cases of enteric fever and one (Chinese) was fatal. The other patient was a Dane, non-resident in the Colony. There was one British case of paratyphoid fever and one Chinese case of cerebro-spinal fever. Two Chinese died from influenza. In the forty-eight hours that have elapsed since the return was completed the Colony has had a clean bill of health.

A court martial was held yesterday on the C. C. Gee of the *Willa* Regt., who was charged with drunkenness and breaking away from an escort. The accused, in his defence, stated that he had had a hard time in a prison camp in Germany, having been captured in October, 1914. He had felt depressed ever since he came to Hongkong. He also pleaded that the day of the offence was New Year's Day and added that he had nearly completed his twelve years' service in the Army. The decision of the Court will be promulgated.—Capt. C. Leslie-Smith was the presiding officer and the members were Capt. A. S. Hooper and Lieut. H. R. Donovan. Capt. A. H. Blecky was the prosecutor and Capt. J. D. James represented the accused.

The eighth Congregation took place at the University this afternoon. Tea will be served in the Union Building from 4 o'clock to 4.45 p.m. At 5 p.m. a procession, including members of the Court, Council, Senate and Staff of the University will enter the Great Hall. After his Excellency the Chancellor has taken his seat and declared the Congregation open, the University Anthem will be played by the band of the 2nd Battalion of the Wiltshires. The Vice-Chancellor will then present for the Degree of Doctor of Laws (*Honoris Causa*) Sir Charles Addie, K.C.M.G., and the Hon. Mr. E. H. Sharp, K.C., B.O.L., O.B.E. The Graduate in Medicine, Engineering and Arts will then be presented by the Deans of their Faculties. The Honorary Graduates will then speak after which the Chancellor will declare the Congregation closed.

H.E. The Governor will entertain the members of the University Court and one or two others to dinner to-night (Wednesday). Those invited to attend are:—Sir William Brunyate, H.E. Sir George Kirkpatrick, Hon. Dr. Claud Severn, O.M.G., Hon. Mr. Kemp, K.C., C.B.E., Hon. Mr. Messer, O.B.E., Hon. Mr. Irving, Hon. Mr. Perkins, Hon. Mr. Follock, K.C., Hon. Mr. Lau, Chu Pak, Hon. Mr. Stephen, Hon. Mr. Lang, Hon. Mr. Chow Shou Hon, Sir Robert Ho Tung, Right Rev. Bishop of Victoria, Mr. G. T. Edkins, Mr. H. B. Dowbiggin, Mr. Ho Kom Tong, Mr. Ho Kwong, Mr. M. P. Talati, Mr. S. W. To, Mr. R. K. Kowall, Prof. E. Digby, Prof. C. A. M. Smith, Prof. W. Brown, Mr. Percy Smith, Mr. N. Macdonald, Sir Charles Addie, K.C.M.G., Hon. Sir Paul Chater, O.M.G., Sir William Rees Davies, Hon. Mr. Hallifax, Rt. Rev. Bishop Porritt, Mr. Chau Siu Ki, Mr. O. Montague, Esq., Dr. R. M. Gibson, Sir Ellis Kadoorie, Mr. Ng Hon Tex, Mr. Mok Kon Sang, Mr. Ho Fook, Hon. Mr. Sharp, K.C., O.B.E., Hon. Mr. W. Bird, Rev. Dr. T. W. Pearce, Dr. Sanies, Mr. L. Ponsbury Fane, Lieut. S. C. Fisher, A.D.C., and three new graduates of the University, Dr. R. A. Bask, Mr. Wong Ping Kwan, Mr. Tang Shu Shan.

CABLES.

LATEST CABLES.
(THROUGH ROUTE'S AGENT.)WINDING-UP THE
CONFERENCE.NEARING THE END OF A
DIFFICULT PROGRAMME.

WASHINGTON, January 10th.
Interest in the Conference is slowly waning as the Powers have nearly reached the end of their long and difficult programme. The delegations are busily packing up. Sanguine peace-lovers are disappointed at the lack of concrete results though it is admitted by all sides that important results have been achieved.

H. G. WELLS'S VIEWS.

The celebrated novelist, Mr. H. G. Wells, summed up the opinion of most moderate observers when he declared to interviewers, on embarking for Europe, that the tangible results of the Conference were less important than the indirect consequences to the world's peace.

THE AIRCRAFT RESOLUTION.

The text of the aircraft resolution adopted by the representatives of the five Powers is: "The Committee is of opinion that it is not at present practicable to impose any effective limitations upon the number or characteristics of aircraft, either commercial or military."

CLARIFYING DIFFERENCES.

It was Mr. Balfour who suggested that the words "at present" be inserted, arguing that the time might come when the advance of knowledge would clarify the differences between commercial and military aviation. At Mr. Schanzer's suggestion the words "other than lighter than air machines" were struck out of the resolution as submitted, making it applicable to all aircraft. Both Mr. Schanzer and Mr. Debon desired the Conference to record its opposition to the bombardment of defenceless cities from the air, the latter citing the Hague conventions as having already established the principle, but Mr. Root pointed out that these conventions were directed only at land and naval bombardments and not specifically, nor by implication, at aircraft bombing. Mr. Hughes advised leaving the whole question to a legal commission. Sir Robert Borden concurred, but Mr. Balfour suggested that others be included besides lawyers and this was agreed to.

EARLIER CABLES.

THE AMERICAN MERCHANT
MARINE.

WASHINGTON, January 9th.
The possibility that the question of the American merchant marine in its international bearing may be submitted to the conference is indicated by an announcement that Mr. Lusk, Chairman of the Shipping Board, has presented to President Harding a plan proposing, *inter alia*, an agreement on the theory that the merchant marine is indissolubly linked with the Navy. By this scheme, American ships will carry at least 50 per cent. of all American exports, also a definite understanding on the question of converting merchantmen in war time.

AERIAL AND NAVAL DECISIONS.

WASHINGTON, January 9th.
The Five Powers have concluded that it is at present impossible to limit the development and use of aircraft. They have passed a resolution recommending the creation in the future of an international commission composed of technical and legal experts to study the question with a view to future limitation. The naval limitation treaty, as drafted by the experts, is understood to forbid merchantmen of over 10,000 tons being converted into auxiliary naval craft in wartime. Ships of under 10,000 tons would, if converted, come within the rule limiting armaments to guns of a maximum of 8-in. calibre. The Committee adopted substantially the sub-committee's report which expresses the view that the limitation of aircraft in warfare would retard commercial development.

INFLUENZA EPIDEMIC AT
HOME.

MANY CASES, THOUGH MILD.

LONDON, January 9th.
The influenza epidemic in Britain is apparently subsiding, although there are still many cases in London and elsewhere. The disease is mild, but the after-effects are dangerous. There were 418 deaths and 1,234 cases of pneumonia last week compared with 302 and 1,770 respectively during the worst week of the epidemic of March, 1920.

LATEST CABLES.

SOUTH AFRICAN STRIKE.
SUGGESTION FOR MONTH'S DELAY
REJECTED.

Johannesburg, January 10th.
The Industrial Federation has endorsed a resolution in favour of an immediate strike after rejecting a suggestion by the Chamber of Mines for a month's postponement of the strike in order to facilitate the negotiations. General Smuts warned the Labour Executive, saying that, if the mines were closed, the public would regard the act as an outrage.

OBITUARY.

FAMOUS HARBOUR ENGINEER
DEAD.

London, January 10th.
The death is announced of Sir William Matthews, K.C.M.G., who was nearly 73 years of age, was a well-known consulting engineer for harbour and dock works.

POLAR EXPLORER DIES OF
TYPHUS.

Reykjavik, January 10th.
Mathieson, the famous Polar explorer, has died of typhus at Reykjavik.

EARLIER CABLES.

SUPREME COUNCIL.

COL HARVEY IN A MOTOR
ACCIDENT.

Cannes, January 9th.
Col. Harvey, the American Ambassador to Britain, also the American Minister at Prague and Mr. Wickham Steed, Editor of the Times, were in a motor collision. Col. Harvey and Mr. Steed were thrown out and shaken, but not badly hurt. They will probably be confined to their rooms for a couple of days.

AGREEMENT ON REPARATIONS
EXPECTED.

The British, French, Belgian, and Italian financial experts conferred this morning in regard to the amount to be paid by Germany, the effect of the moratorium for Germany on each of the allies, the guarantees to be demanded from Germany, and the carrying out of the necessary financial reform in Germany. It is generally thought that agreement is near.

THE EUROPEAN CONSORTIUM.

The conference has decided to invite the Germans to attend on the 11th inst. The Economic Committee has finally settled the proposal for a £20,000,000 corporation and substituting a British corporation capitalised at £5,000,000, subscribed by affiliated companies, while the nations concerned will register subsidiary corporations thereto in their respective countries.

LENIN TO ATTEND.

Lenin has accepted an invitation to the Genoa conference, and will attend personally if the situation permits, otherwise he will appoint plenipotentiaries.

JAPANESE COMMERCIAL
MISSION.

VISIT TO MANCHESTER.

LONDON, January 9th.
The Japanese commercial mission on their arrival at Manchester, received a civic welcome headed by the Lord Mayor. The party visited the Ship Canal and the Royal Exchange, and the subsequent luncheon was presided over by Sir Edward Stockton, President of the Chamber of Commerce, who advocated co-operation rather than jealousy between the two countries. Dr. Dan said that, while Japan looked to English manufacturers for the world's best spinning machinery, the English might be grudging Japan the progress she had made in supplying China and India with cotton goods. He pointed out, however, that Japan no longer had cheap labour, nor had she such skilled operatives as Great Britain, who stuck to their calling in and out of season. Japan realised that the future of the cotton-spinning enterprise was not very encouraging, and had come to the conclusion that she could not compete with Britain in first-class goods. China was Japan's chief market, but he believed that China would eventually become England's and Japan's competitor. Mr. Matsumoto, referring to prospective Chinese competition, asked whether it was not worth, while in combination with Japan, to erect mills for the manufacture of a fixed quality of cotton goods in China.

SILVER QUOTATIONS.

LONDON, January 9th.
Silver is quoted ready, 35.4/8; forward, 36.2/8. There has been Indian buying, while the Continent sold. The market closed uncertain.

THE IRISH NEGOTIATIONS.

DE VALERA AND CABINET
FORMALLY RESIGN.

LONDON, January 9th.
In the Daily Mail, today, Mr. de Valera formally submitted the resignation of himself and the Cabinet.

Mr. de Valera has promised to support the ratificationists in their object to secure complete independence. He will not actively interfere so long as the ratificationists are not injuring the Irish nation.

DAIL REJECTS DE VALERA.

The Dail rejected a motion for the re-election of Mr. de Valera as president by 80 votes against 65.

SHIPBUILDING DEPRESSION.

REFLECTED IN LLOYD'S
RETURNS.

LONDON, January 9th.
The world-wide depression in shipbuilding is reflected in Lloyd's returns, showing that 8,000,000 tons of merchant tonnage was being constructed in the United Kingdom on December 31st, including over 700,000 tons on which work had been suspended. This is a reduction of over 800,000 tons compared with September 30th, but the tonnage launched increased by over 150,000 tons, and the tonnage commenced slightly increased, for the first time since September, 1920. The merchant tonnage building abroad amounts to over 1,800,000 tons, including 400,000 tons on which work had been suspended—a decrease over 400,000 tons compared with September 30th.

SHIPBUILDERS DOING
ENGINEERING.

LONDON, January 9th.
Owing to the shipbuilding slump, apart from shipbuilding, the Furness, Withy Co. has turned its attention to constructional steelworks and has secured a large South African contract involving 7,000 tons of steelwork.

THE PRINCE'S TOUR.

BRILLIANT SCENES IN RANGOON.

RANGOON, January 9th.
The Prince of Wales arrived at Rangoon from Mandalay on Sunday evening after a visit marked by Oriental splendour and hearty enthusiasm. His Royal Highness has quite captured the heart of the Burmese, even poorlopers sending a message of loyal greeting. On Monday, H.R.H. attended a Burmese regatta on the Royal Lake, embarking on the wonderful *Karawati Paung*, or Royal Barge, bearing a green and golden pandal. The Prince saw quaint aquatic sports, also Burmese boxing, in which victory seemed to be with the combatant who jumped, twisted, and shouted most. The illuminations at night produced a scene of fairylike wonderment. With seven miles of lake shores lit with 150,000 Chinese lanterns and lamps, plus huge coloured flags, Crow Island threw up half of Rangoon in lambent glory. This morning the Prince sailed for Madras.

FAR EASTERN CABLE
NEWS.STRANDED YANGTZE STEAMER
REFLOATED.

SHANGHAI, January 10th.
The steamer *Changpo* (Indo-China S.N. Co.) is afloat again. She went ashore on Christmas Day in the Yangtze near Hankow. A salvage party was sent from Shanghai.

THE "KWANGLEE PIRACY."

SHANGHAI, January 10th.
The China Merchants S.N. Co. offer \$3,000 reward for the apprehension of the pirates who robbed the *Kwanglee*.

Archdeacon W. S. Moule, in a letter to the *Church Missionary*, says: "It is intended to make a kind of standard Mandarin, the national language of China, and a new script has been invented by the Chinese to write it phonetically. It is also intended that both the language and script shall be taught in all elementary schools throughout the country. The commercial Press in Shanghai has organized a six weeks' schools for teachers there this summer, and a man has been sent from Peking to teach the correct sounds. Two of our masters are there. One of them writes to me that there are some 1,000 students drawn from all the provinces. The subjects are (1) phonetics; (2) the script; (3) conversation; (4) composition; (5) methods of teaching."

Mr. R. T. Cowles who is well-known in Hongkong as a missionary, left the Colony yesterday for Mengtze, Yunnan, where he has obtained an appointment with the General Electric Company of China. Mr. Cowles intends to stay there for a year or so and at the end of that period he proposes to visit America with a view to enlisting the sympathies of Americans in his missionary work among the Islands of South China. Mr. Cowles first came to Canton in 1907 for the China Baptist Publication Society and later joined the staff of the Canton Christian College. Later he took up independent missionary work on the West River and for over seven years he was in charge of the Alliance Press in Wuchow which is responsible for a large production of native religious literature. When Mr. Cowles came to Hongkong he took up the work of extending the gospel to the native seafaring folk in the many Islands surrounding Hongkong with headquarters at Cheung Chow. His intention is to launch a complete scheme when he has secured adequate support. Mr. Cowles is a keen student of Chinese and has already published several guides to students of the language.

WHAT IS AN ISLAND?

JAPAN AND THE QUADRUPLE
AGREEMENT.

According to the *Asahi* (Tokyo), as a meeting of the Diplomatic Advisory Council to be held on December 30th the attitude of the Japanese Government towards the controversy, which is now going on, as to whether the mainland of Japan is included in the insular possessions and insular dominions mentioned in Article 1 of the new Quadruple Treaty, will be determined. In view of the serious effects that any statement of view on Japan's part in the matter is likely to produce not only on international policies but on domestic politics, the Japanese authorities have been handling the matter with great circumspection, but feeling that any further delay in making clear the attitude of the Government on the question may jeopardize the prospects of the new treaty, the Government has decided to make public its point of view with the approval of the Diplomatic Advisory Council. There are, however, some ambiguities as to the actual circumstances attending the difference of interpretation, and the Government is still awaiting telegraphic reports from its delegates at Washington, elucidating these ambiguities. The Government takes the view, broadly, that the mainland of Japan is not covered by Article 1 of the treaty, and it is expected that an official announcement will be made to that effect. This interpretation on the part of the Japanese Government may lead to some divergence of view with Great Britain, but it is hoped that this possible contingency will not be vital to the general situation, as this divergence of view is not likely to prevent Great Britain from ratifying the treaty. *Japan Chronicle*.

THE LAST DAYS OF CHINESE
AVIATION.

This is the heading given to the following communication, "by a Spectator" to the *Peking Daily News*:

The Chinese Government made a contract with Vickers-Armstrongs Co. for a loan of one million and eight hundred thousand pounds for the purpose of developing Chinese aviation. More than a hundred aeroplanes have recently arrived in China and are still left unprotected in the open air. Owing to the lack of hangars, more than a dozen Vimys (each costing about ten thousand dollars) have been badly damaged by the sun, rain and wind, etc.

It is said that they are out of repair. For the sake of protecting the machines, aeroplanes have been used. Mr. East, Director of the Aeronautical Department, to build several big hangars for storing so as to prevent the others from being ruined, but Mr. Pan refuses to do so. We are informed that all Chinese fliers and designers, who do not wish to see the end of Chinese aviation, are going to resign from their posts in order to appeal to the people for public help. The pioneers of Chinese aviation, Col. Lee, the Chief of the Technical Bureau, Col. Yan, the Chief of the Traffic Bureau, Mr. Pan, the Principal of Nan Yuan Flying School, and Mr. Pan, the manager of China Ho. workmen have already resigned and their resignations have been officially accepted.

It is very certain that men who have neither technical training nor flying knowledge, can not look after Chinese aviation with good results. In order to develop our aviation there must be technical men and reliable machines. Now the former have resigned, and the latter are gradually ruined, so that the last days of Chinese aviation are coming.

UNFAIR TRADE LAWS.

ANOTHER TASK FOR AN
INTERNATIONAL CONFERENCE.

"Now that the Quadruple Entente is formed, 'why not go a step further and do away with all causes of unfair competition among nations, such as some times end in war?' asks Mr. Y. Ito, President of the Nippon Yusen Kaisha, in discussing the results at Washington with the *Japan Times*. Fairness and justice lead to peace, while favouritism and unfair play become causes of discord and conflict, and this is true between nations as between individuals. Competition is the life of business, but it must be a fair competition; otherwise, it will strangle business and result in strife."

"It is a happy thing," says Mr. Ito, "that the nations have agreed to reduce the cost of armaments, which will directly affect all suffering from the increasing taxation, which lightening of the burden shouldered by the people will avert the worst that might have otherwise happened to the Japanese nation, but he is of the opinion that the nations should now go a step further and remove all causes of unfair competition in commerce and navigation, the presence of which, in his opinion, will counteract much of the achievement of the Washington Conference."

"For instance," he says, "if the United States coastwise law be applied to the Philippine Islands, it will prejudice the other nations and retaliation will follow, creating a new bitterness. Supposing that Great Britain should follow the example of the United States, should America take the talk of step, and apply a similar law to her extensive possessions all over the world. All other nations, then, would be forced to return to territorial aggrandisement, something which must culminate in another war, in the case of Germany."

In the opinion of the President of the Nippon Yusen Kaisha, the questions of Government building, subsidies and self-fish legislation to benefit certain merchant marines, such as that fixing tolls in the Panama canal and regulation and restriction on coasting trade, should be included in the Conference, because the aspiration for trade supremacy must be carried out in fairness and justice to all nations to insure the lasting peace of the world.

LEVY FOR EMPIRE COTTON.

PROPOSED CHARGE ON ALL
SPINNERS.

An extract from the official report of the first meeting of the Empire Cotton Growing Corporation, which was held in the Council Room of the Board of Trade on November 18th, states:—

The Corporation, which is the permanent body that has been incorporated under Royal Charter to develop the growing of cotton within the Empire, is to receive a grant of £273,715 from the Government conditional on a levy being made by the spinners at the rate of 8d. per bale of 500 lbs. on all raw cotton forwarded to spinners. Lord Derby was elected president of the Corporation.

With regard to the levy, it was reported that the Liverpool Cotton Association had been legally advised that an amended by-law empowering them to collect the levy universally from all spinners, instead of only from those who had agreed to the charge, would be invalid and even if passed would be legally unenforceable. The Council expressed their conviction that voluntary subscriptions would never prove satisfactory, and that the levy could only be made equitable if it were compulsory on all spinners. It was stated that although firms representing over 80 per cent. of the spindles in the country were now paying the levy some of these were only doing so on the understanding that steps would be taken to make it obligatory on all. It was decided to ask the Federation of Master Cotton Spinners' Associations, the Cotton Spinners' and Manufacturers' Association, and spinners who were not members of either body to obtain definite expressions of opinion as to their willingness to support legislative action to make the levy compulsory and universal.

It was decided that the first general meeting of the Corporation should be held in the last week in January.

On the day of the council meeting, members of the Empire Cotton Growing Committee, which had advised the formation of the new corporation, entertained at lunch at the Hotel Victoria, their chairman, Sir Henry Birchcough. The guests of the committee also included the President of the Board of Trade and Mr. Percy Ashley.

Mr. J. W. McConnell, the chairman of the council of the Corporation, in proposing the chairman's health, said that with Sir H. Birchcough's help the committee had secured the generous capital grant of nearly £1,000,000, which was voted by Parliament to the Corporation from the profits made by the Egyptian Cotton Control Commission. Sir H. Birchcough, in replying, said that this was the first time that a great industry had taken such thorough steps to augment and safeguard the supply of its raw material, and he was confident that it would give rise to Colonial development and to the establishment of fresh markets for British trade. He hoped that the other plant-using industries would follow suit in finding money for the development of the resources of the Empire.

Mr. Stanley Baldwin, President of the Board of Trade, replying to the toast of "The Guests," said that a particularly welcome feature of the outcome of the committee's work was the evidence that the industry was tackling its problems in the right way—namely, by the close co-operation of masters and men to one common end.

GERMANY'S BUDGET.

ESTIMATES FOR 1922.

BERLIN, December 18th.
According to figures officially supplied to the Taxation Committee of the Reichstag, the German estimates for 1922 are as follows in millions of marks:

Income-tax	23,000
Corporation tax	4,000
Capital earnings (Kapitalertragsteuer)	1,300
Levy on capital (Reichsnotopfer)	6,000
Property tax	80
Inheritance tax	700
Turnover tax	24,000
Hotel and restaurant tax	600
Ground purchase tax (Grundbesitzsteuer)	550
Capital transactions tax—	
(a) Company tax	1,067.35
(b) Securities tax	117.85
(c) Source turnover tax	1,075.30
(d) Acquisition of commercial enterprises tax	80
(e) Board of directors tax	50.30
Motor vehicles tax	125
Insurance tax	330
Race betting tax	215
Liquor tax	80
Bills of exchange stamp duty	30
Waybills stamp duty	100
Passenger traffic tax	1,000
Goods traffic tax	1,500
Total	65,120,900,000 marks.
Increment tax, war levy on property increment, extraordinary war levy 1918, extraordinary war levy 1919, post-war property increment together	3,000
Customs	4,700
Coal tax	10,150
Tobacco tax	3,800
Beer tax	1,000
Wine tax	600
Champagne tax	100
Mineral water tax	60
Spirit tax	1,749
Acetic acid (used in manufacture of other products) tax	47.3
Sugar tax	1,000
Salt tax	80
Matches tax	110
Illuminants tax	60
Playing cards tax	10
Registration fees	13
Revenue from saccharine monopoly	100
Export dues levied by Customs offices	700
Total	94,979,000,000 marks.

RUSSIA IN THE WAR.

GENERAL KNOX'S CRITICISM OF
HER MILITARY POSITION.

On reading Major-General Sir Alfred Knox's work "With the Russian Army, 1914-17," just published, it is not difficult, says a reviewer, to understand the present position of that country and why her Army collapsed and she passed out of the war.

General Knox was the British military attaché at St. Petersburg at the outbreak of war, and was subsequently attached to various armies in the field. He met most of the persons who were of importance, including the Tsar, Ministers of War Sukhomlinov and Polivanov, Generals Brusilov, Ivanov, Kornilov, and during the later period several of the politicians who have played a big part in modern history.

When one recalls the extraordinary stories of successes by the Russian forces and the contradictory reports that emanated from the Eastern theatre early in the war, it is easy to believe General Knox when he says he could never trust what he was told. He doubts many of the Russian statements as to the enormous forces which the Russian Empire was alleged to have placed in the field and says that almost from the first the Russian troops fought indifferently, and the sight of them was not inspiring. Before Tannenberg, when 170,000 Russians were destroyed by Ludendorff with a loss to the Germans of only 15,000, one of the Russian Army staffs had no maps and many of the soldiers bolted. "When the 13th Army came into action," he writes, "one of its regiments ran away in front of the commander of the Army. It was led back, but it once more gave way, and its commander was seen, after fruitless attempts to rally his men, to take his revolver and shoot himself." Before the Austrian attack at Krasnik, in 1914, one corps bolted for miles and miles and was only stopped by Cossacks, who used their whips freely. General Knox also learned that when officers arrived at the bivouacs they immediately looked about for women and left their horses and men to shift for themselves.

USELESS WASTE.

For a long war, says the author, Russia was outclassed in every factor of success except in the number of her fighting men and in their machine-like quality of recovery after severe defeat. Many Russians were fully aware of their national shortcomings, and there was universal joy when it was known that Great Britain had entered the war as Russia's ally. Soon after the revolution in March, 1917, he was told by a "soldier deputy" that a peasant from the Urals at the beginning of the war said he was glad "Angli-chankas" was with Russia, because first, she was clever and would help; secondly, if things went bad with Russia, she was good and she would help; thirdly, if it came to making peace, she was determined and would not give away.

That Britain was good to Russia was true. Gen. Knox saw Russian munitions selling in the streets of Petrograd boots of which in 1917 3,000,000 were supplied and paid for by Great Britain. It was useless, he said, to send such people anything, yet we had provided them with 15,000,000 rounds of field-gun ammunition when they made their abject peace.

WHY THE REVOLUTION SUCCEEDED.

Writing of the revolution, the author says the Bolshevik coup d'état in Petrograd was the work of a handful of fanatics. It succeeded partly because these fanatics, being men of action, had seduced by money, wine, and promises the armed workmen, the sailors, and a small part of the garrison, but chiefly because Kerenski, in his desire to please the moderate Socialists, who were only talkers, had failed entirely to govern, and so alienated the only men of action who might have defended him, the officers and the Cossacks. Kerenski's betrayal of Korniloff was shameful and finished Russia. Finally he fled, leaving a handful of women and boys to defend his Government.

THE MURDER OF RASPUTIN.

General Knox throws some new light on the murder of Rasputin. This took place on December 30th at the house of Prince Yusupov, to which he was fetched by the Grand Duke Dimitri Pavlovich. Yusupov had often invited Rasputin to come and see his house. On the day in question he demurred, but was persuaded. There were present the Grand Duke Pavlovich, the Duma member Furishkevich, an officer named Sukotin, a doctor, and Yusupov. They had prepared a port, a poison bottle on a side table, and an unpoisoned bottle, poisoned cakes, and unpoisoned chocolate biscuits. At first Rasputin refused to drink, but later he took three glasses of the poisoned port and several of the pink cakes. The poison seemed to have no effect, so it was decided to kill by shooting. Yusupov took Pavlovich's revolver and sat at the table beside Rasputin, hiding the revolver in his left hand. He watched his victim for a long time, and wondered morbidly what it would feel like to shoot him. He felt he could not shoot him whilst sitting beside him, so drew Rasputin's attention to an old crystal crucifix at the other side of the room, and as he walked over to look at it more closely, followed him and shot him in the back. Rasputin fell with a piercing scream. The doctor said he was in his death agony.

The party went upstairs, and when they returned three-quarters of an hour later, Yusupov was kneeling to listen to Rasputin's heart, calling the monk opened his eyes, and calling Yusupov a murderer stumbled to his feet and out of the door. There was a foot and out of the door. There was a general fusillade in the garden, where the monk was dispatched by. The body was with a bullet in the neck. The body was rolled in a sofa cover with the arms and legs tied together and thrown into the Nevsky. When it was found, the ties had come undone and the body was frozen stiff, with the arms stretched out. On January 2nd the body was thawed, placed in a coffin, and taken to Tarskoe Selo, where it was buried in the middle of the night. The Emperor, the Empress and the young Grand Duchesses attending the funeral.

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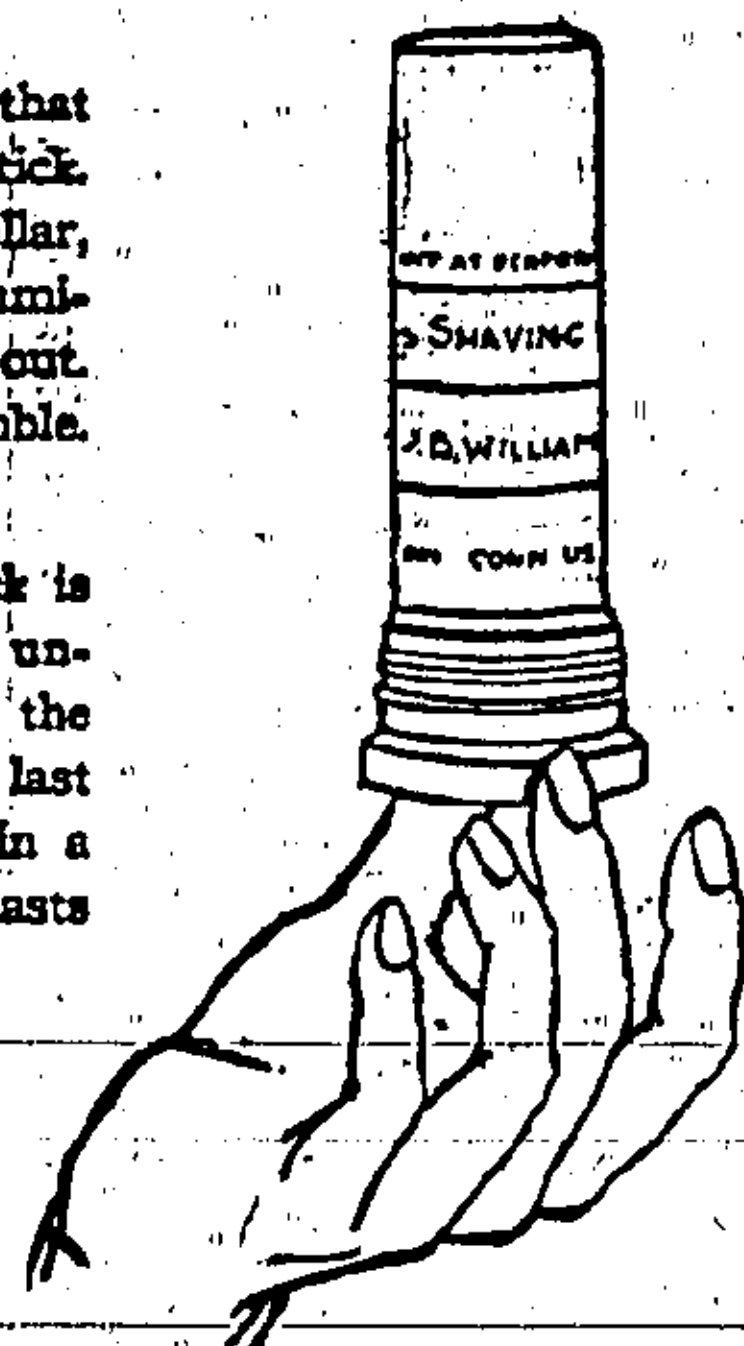
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LORD KITCHENER'S DEATH.
GERMAN SPY MYTH DISPOSED OF.

The War Office have issued the following statement regarding Lord Kitchener's death:

Various statements have been made in newspapers, periodicals, and at public meetings to the effect that the War Office is in possession of evidence indicating that the sinking of H.M.S. Hampshire, with Lord Kitchener on board, on June 5th, 1916, was due either wholly or in part, to information supplied to the German Government through the instrumentality of a female German spy named Elsie Bockler, resident in London at the time of the disaster.

It has been alleged, with some detail, that this spy obtained her information regarding the forthcoming departure of Lord Kitchener from a British officer, that, on obtaining this information, she transmitted it to Germany, and that for her services she received the sum of 10,000 marks from the German Government.

The War Office is not in possession of any such evidence, nor, indeed, of any evidence whatever indicating that the sinking of the Hampshire was due to information supplied to the German Government, either by the woman Bockler or by any other person.

They have, however, received from time to time reports to the effect that this woman, who is described as "irresponsible and harmless," has herself boasted in Berlin to anyone who is willing to listen to her, that she received 10,000 marks from the German Government after having informed them in advance of Lord Kitchener's impending departure for Russia, and that she obtained the information, while resident in London, from a British officer friend of her husband's with whom she was dining shortly before Lord Kitchener's departure.

No corroboration whatever of any of her statements has at any time been obtained; but, on the contrary, it may be definitely asserted that her story that she was the means of bringing about the death of Lord Kitchener is wholly untrue. Elsie Bockler was, in fact, sentenced at Marylebone Police Court on May 8th, 1918 (no less than four weeks before the Hampshire sailed for Russia, and long before any arrangements had been made for Lord Kitchener's journey), to two months' imprisonment and expulsion for having travelled beyond the five-mile limit imposed on the movements of alien enemies. She left the country on an expulsion order on June 29th, 1916.

The fact that she was never at large in this country after May 8th, 1916, effectually disposes of her claims; and statements to the effect that she was arrested on suspicion after the sinking of the vessel and deported on account of her suspected share in the disaster are therefore obviously contrary to the fact.

CHILDREN AND THE BIBLE.
SOME DESCRIPTIONS OF HELL.

The story of Cain and Abel and the massacre of the Innocents are not suitable subjects for little children," said Miss Longman, St. Albans, at the Inter-denominational Conference on Biblical Teaching at Church House, Westminster, on November 30th. She related the comment of a child who was told of the crossing of the Red Sea. "It was explained that the Egyptians were wicked," but the boy asked, "were they wicked, too?" asked the child. Told that they were, the child said, "Well, then, I think it was beastly of God." Miss Longman said she could think of one child who went home and, with his brothers, tried to crucify the baby. Luckily the mother heard him in time.

The Rev. T. Humphreys Edwards (Ripon) asked if they were to exclude all questions of "cruelty" from the teaching of young children. They taught that God was a loving Father, and a child might come from a home where a father beat the mother. What answer were they to give if the child ask, "Why does God allow my father to whack my mother?" "I don't agree with hiding all the wicked world from little children," he added.

The Rev. H. Costley-White, Headmaster of Westminster School, said they had to recognise that the average boy of 15 was not exactly gasping for religion. (Laughter.) Men was by nature a religious animal but the boy was not. Regarding a teacher's qualifications, shyness repelled a boy but dulness and solemnity were not calculated to quicken his religious sense.

Miss Fanner, president of the Association of Headmistresses, said she got a class of girls of fifteen to write down their ideas of hell. The girls stipulated that they should not put their names to the papers, and that she should afterwards say what she really believed. (Laughter.) Fourteen out of twenty-five described hell as a state of mind; others said they could no longer hold childish beliefs. A few described hell as a geographical place of physical torment. Most of them regarded the suffering as mental suffering. Several described hell as "being shut out of the presence of God," one girl adding that, having once seen Him, we could never be happy without Him.

The Rev. E. D. Bewley, St. Paul's School, said he had found boys of 15 asking for religion. A lot of people told them public schoolmasters were obsessed with the question of sex feeling. He did not think that was so, but he thought they had to face the question. It was physically and morally the one thing that was dominating the boy during those years.

Mr. A. H. Angus (Tottenham College) differed from the Headmaster of Westminster, and said he thought a lot of boys were "gasping for religion." On the sex question, he said that any headmaster of a public school who shut his eyes to it was a traitor to the boys under his care. He did not agree, however, that it was dominating all boys of 15. A woman teacher said she thought that children ought to be told the story of

(Continued at foot of next column.)

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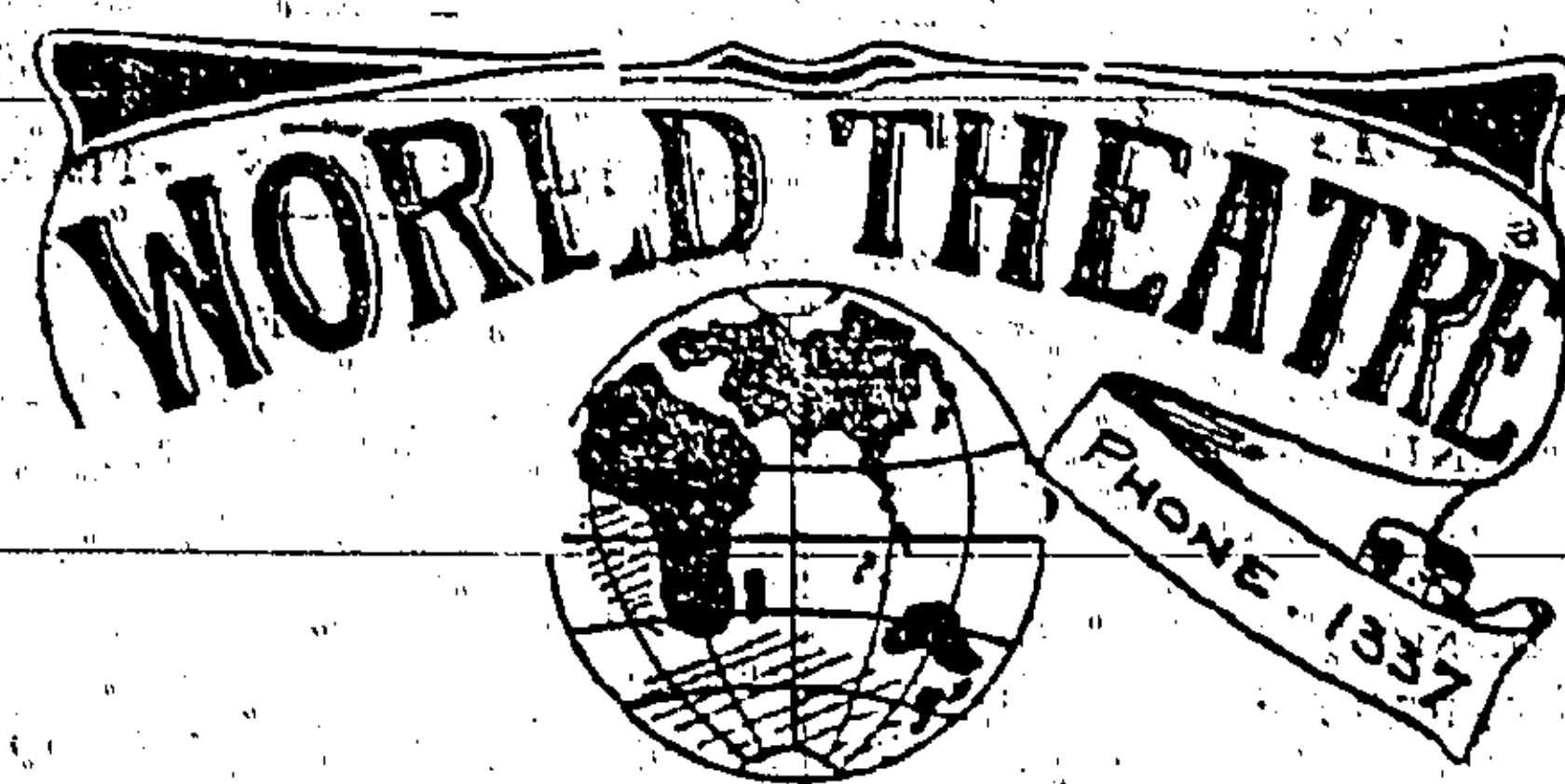
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Our recent example of a soldier pursued through his career by the figure 13 is capped by a correspondent who tells us that he was born on May 13th, his first rifle was 1213, and his first target on range 13. He stood 13th on the list of second-class shots, and made 13 bulls.

Billed at No. 13, Market-hill, Sudbury, he was No. 13 on platoon list for first leave, was in the Army 13 weeks before his first move, was inspected by Lord Brench on September 13th, had his first "O.C." on September 13th, and was billeted 13 weeks at Kewich. He is

Cain and Abel, but it should be told without comment. Children like a plain, drastic story. The conference decided to appoint a committee to take up suggestions that had been made and report to another meeting.



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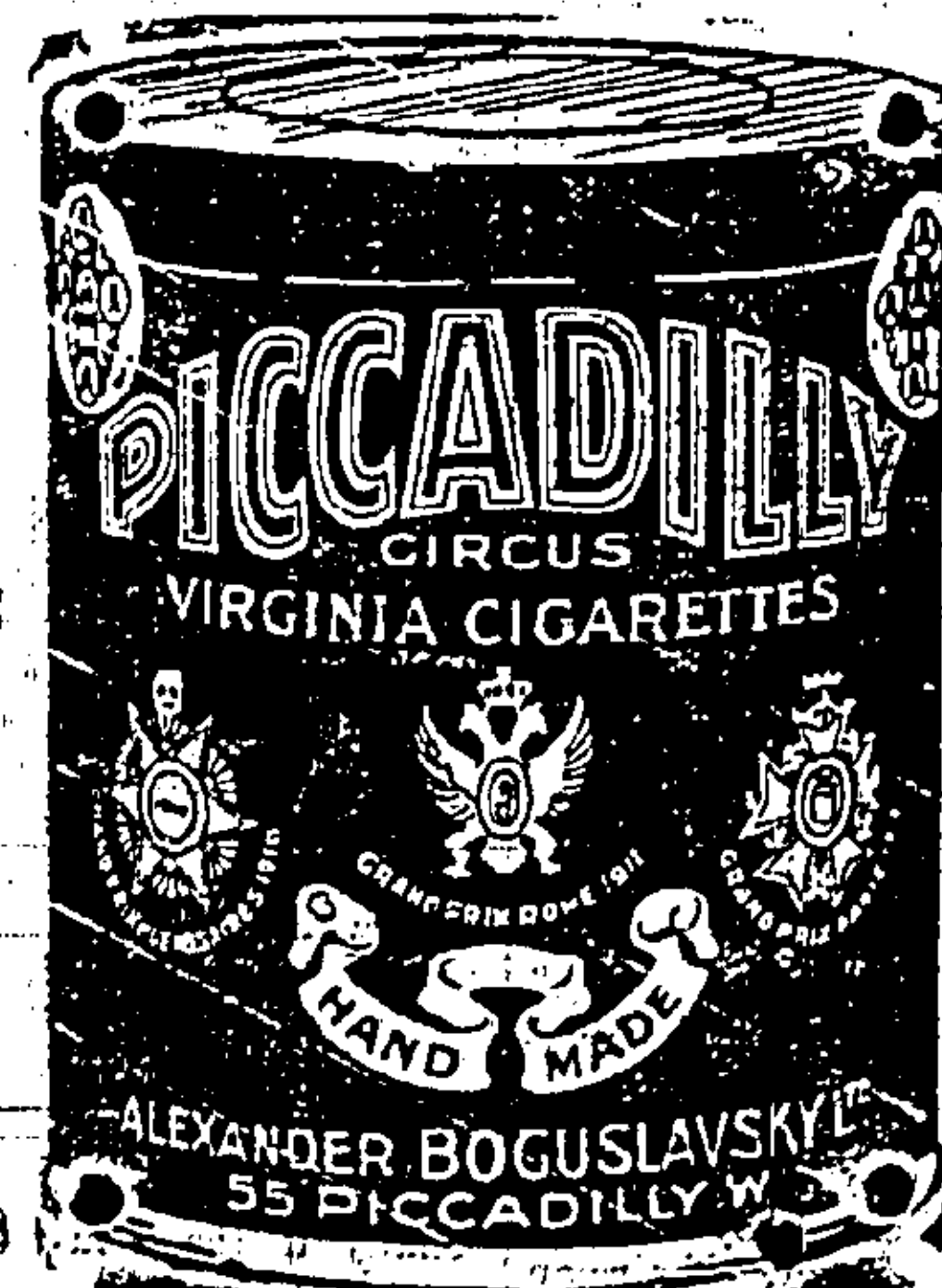
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YOSHINO MARU ... Tuesday, 17th Jan. at 11 a.m.
MISHIMA MARU ... Tuesday, 14th Jan. at 11 a.m.
BADO MARU ... Friday, 3rd Feb. at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

LIMA MARU ... Thursday, 19th Jan. at 11 a.m.
MATSUMOTO MARU ... Tuesday, 7th Feb.

LIVERPOOL via MARSEILLES.

MALACCA MARU ... Thursday, 9th Feb.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 17th Jan. at 11 a.m.
AKI MARU ... Tuesday, 14th Feb. at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

SAKURUYO MARU ... Middle of Feb.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPR.

KAWASAKI MARU ... 2nd of Mar.

BOMBAY via Singapore, Penang and Colombo.

CALCUTTA via Singapore, Penang & Rangoon.

YATSUNO MARU ... Tuesday, 24th Jan.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Wednesday, 11th Jan. at 4 p.m.

SHANGHAI, KOBE & YOKOHAMA.

SENOA MARU (calling Shanghai) ... Sunday, 15th Jan. at 11 a.m.

INABA MARU ... Friday, 24th Jan. at 11 a.m.

MAYKASHI MARU (calling Miao) ... Wednesday, 1st Feb.

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DINNER TO "SPY."

VIEWS ON ART.

The famous caricaturist, Sir Leslie Ward ("Spy"), was entertained at dinner at the Savoy Hotel, recently, by his admirers, who included many "victims."

The Lord Chancellor presided and, in proposing the toast of the guest of the evening, said they were met to do honor to a man whose whole career had been given to art. As many of them knew, Sir Leslie's father was a most distinguished Academician, and his grandfather on his mother's side, James Waugh, was still remembered. It was said of his guest that when four years of age he was observed in Paris caricaturing, and at the age of 18 there was hanging in an honored place in the exhibition of the Royal Academy an elaborate oil painting from his brush.

The Lord Chancellor described the art of Sir Leslie Ward as that of humorous portraiture rather than caricature. It was in the year before he (the Lord Chancellor) was born that their guest became a contributor to *Vanity Fair*. During the last 50 years there was hardly a man of eminence whose acquaintance their guest had not made, and there were few whose friendship he had not retained. That was a very remarkable circumstance. "I was talking the other day," he said, "I was talking the other day, to an artist who is far less exposed to the provocative atmosphere of his profession than our guest, because he is not consciously a caricaturist. (Laughter.) He told me that the profession which he filled, that of a portrait-painter, was the most nerve-racking in the world. He said, 'You may talk of the anxieties of politicians, of the exaggerated apprehensions of statesmen, and the troubles that beset the path of the lawyer, and the occasional crisis which lies in the path of the surgeon, but none of these is comparable to the difficulties which by day and by night lie in the path of the portrait-painter.' (Laughter.) I said, 'What exactly are they, because up to the present I have not completely appreciated them?' He replied, 'There is no one in the world who wishes to be painted exactly as he is. (Laughter.) It was once said, 'There is no secret so intimate as that which exists between a horse and his rider,' but my informant told me that that error on the side of exaggeration, because he said that as between a portrait-painter and his subject the secrets were at once more intimate and less communicable. (Loud laughter.) Every man, he told me, wished to be painted as he thought he would be at his best, and every woman wished to be painted as she was persuaded when at her best she once did look. (Laughter.) In the circumstances I can understand that very considerable difficulty lay in the path even of the faithful portrait-painter, and yet he told me that all his life he made enemies. (Laughter.) If those are the difficulties which lie in the path of one whose task is not to bring out qualities perhaps the least favorable of those which are latent in a personality, how much greater are those which for fifty years have lain in the path of our guest! I have always taken the view that an artist is one thing and a psychologist another. I know of no reason for assuming that a good artist will necessarily be a good psychologist, nor more than I have any reason for supposing that a good washerwoman will, probably, be a good confectioneer, and the trouble in life is that many men who are quite reasonably good artists are quite reasonably bad psychologists. (Laughter.) Therefore when a subject is exposed to a competent artist who is a bad psychologist it is almost as trying an ordeal as to be submitted to a competent artist who is a good psychologist. (Laughter.) For these reasons I confess that if I were to be painted as I offer—(laughter)—I would rather the artist reproduced me by that which he actually sees than by that which a psychologically inferior artist thinks he sees when he looks at my poor exterior. (Laughter.)

The business of our guest for fifty years has been not to see that which is most communicable in those who appear before him, but that which presents some superficial resemblance to the truth and nevertheless relates to some slight appearance of absurdity. I am able in my own person to supply an illustration of the extreme skill and yet the artistic function of his brush, because some fifteen years ago he conveyed to canvas my poor features, and when I took the picture home to my wife—a discriminating judge—(laughter)—she merely observed, 'That is very like you, but I never realized till this moment how profoundly dissipated your face is.' (Loud laughter.) That is why I am led to say to you that the truest art in the field which our guest has most distinctly made his own lies in the direction of the most absolute paradox. (Cheers and laughter.) In the spirit of a distinguished artist Sir Leslie Ward has wielded a skilful brush, inspired by the fearless traditions of art as he understands them, and as his forbears have understood them; and it is no small tribute to a man who has exercised an artistic gift so great in the direction in which excessive ridicule or depreciation is so easy to a man of his gifts that so many have assembled to-night to pay tribute not only to his remarkable technique but to the broad human nature, the genuine kindness, and the profound insight which have never failed his brush. (Cheers.)

In asking you to drink to the health of our distinguished guest I recommend him to you as a characteristic Englishman, as you as a characteristic artist, and as a man with a distinguished artistic and a man without a spark of the artist. (Loud cheers.) The toast was pledged with enthusiasm, and the Lord Chancellor, amid renewed cheers, handed to Sir Leslie Ward a silver cigar-box on behalf of the proprietors of *Mayfair*, as a souvenir of the occasion.

Sir Leslie Ward, who was deeply affected by the reception which he received, returned thanks in a sentence explaining that under medical orders he was prevented from making a speech.

Sir Harry Brittain (who spoke at the request of Sir Leslie Ward) said that for fifty years Leslie Ward had been making prominent human beings in this country. ("Hear, hear," and laughter.)

Men, women, and children had all been his victims, few of whom had been ruffled, and those few had always been individuals whose figures "came out"—a little stouter than they were in real life. (Hear, hear.) His art had taken him to the House of Commons, and he had told how the caricature of the Lord Chancellor came into being. He happened to be in the lobby when suddenly a very brisk young man with a top hat walked on the back of his head walked past at a very rapid pace. Sir Leslie said, 'There is a man who is going to make good. I don't know who he is, but I am going to caricature him.' (Laughter.)—thereby showing that he was not only an artist, but a prophet. (Hear, hear.) Sir Leslie was rather absent-minded. On one occasion he wished to be present at the funeral service of a very distinguished actor. He was told to be there in time, and accordingly made his way to St. Martin-in-the-Fields at eleven o'clock. When he arrived he found the church was practically full, and he was put into a back seat. Two or three minutes after he sat down they played "God Save the King." He turned to his neighbor and asked, "Is not this So-and-so's funeral?" and he was told, "This is Empire Day." ("Hear, hear," and laughter.) The church he should have gone to was St. Margaret's. (Laughter.) Sir Leslie regretted that his old editor, Mr. T. G. Byles, was unable to be with them, and they all regretted that the mother of their guest, although at the great age of 89 was still vigorous enough to have a picture in the Royal Academy was not with them. (Cheers.)

Sir Leslie Ward: I thank you from the bottom of my heart. (Renewed cheers.)

Sir Charles Biron, proposing the toast of "Art and Literature," said the nature of his occupation preoccupied him rather with craft than art—(laughter)—and he could not say personally that he had ever drawn anything more artistic than an indictment. (Renewed laughter.) He confessed that some of the modern directions of art were a little puzzling to a Victorian. Whenever he read in the newspapers something about synthetic form and pure colour he always entered the gallery with trepidation. He saw there what appeared to him to be coloured illustrations of the second book of Euclid, and he did his best to understand them. But let him be just. At any rate they served a patriotic purpose. He was given to understand that in the midst of the Great War, suitably applied, they made warships invisible—(laughter)—and if only he could find out the exact angle and fashion at which the same result could be obtained in connection with these pictures he would become one of their most ardent admirers. (Laughter.) He only once in his life sat for a portrait. Unfortunately he selected for that purpose a deserving artist, who was also a suffragette. To relieve the tedium of the sittings they discussed the women's problem, which was in a somewhat militant form at that time. The result was that the artist presented with great skill a work of art which appeared to be the embodiment of all that is unwelcome in a man. (Laughter.) His friends, men and women, said it was a speaking likeness—(renewed laughter)—but it had been gradually transferred that Tate Gallery of every well-conducted household to the spare bedroom. (Loud laughter.)

Mr. Justice Darling, acknowledging, said if he had the tact of the Lord Chancellor he should, sitting next Lord Parnham, say that of prose he never read anything but *The Daily Telegraph*. (Cheers)—and that when he desired to amuse or instruct himself with poetry he turned solely and exclusively to the works of Byron. (Laughter.) With regard to the Cubists, he looked at the modern practice, he often thought that it might be harmony, but it was not understood. It was discord and nothing else. Sir Charles Biron had alluded to the Cubists, but he could not see why he stopped there. What about the Futurists, the Luminists? Why should we not have the Hexagonists or the Fourth Dimensionists? (Laughter.) With regard to caricature, his experience of Sir Leslie Ward was that he had not been long a member of the House of Commons when someone told him that there was a portrait of him in the tea-room. He looked at it, and he felt perfectly certain that he had never seen Sir Leslie Ward or that Sir Leslie Ward had seen him. (Laughter.)

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TIENTSIN via SWATOW & SHANGHAI ... "YUSANG" ... Wed., 11th Jan. Noon.
SHANGHAI via SWATOW ... "HANGSANG" ... Fri. 13th Jan. 1 P.M.
SHANGHAI via SWATOW ... "YUENSANG" ... Fri. 13th Jan. 10 A.M.
YOKOHAMA & KOBE ... "KWAISANG" ... Tues. 17th Jan. Noon.
SANDAKAN ... "MAUSANG" ... Wed., 18th Jan. Noon.
HONGKONG ... "HOPSANG" ... Thurs. 19th Jan. 10 A.M.

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M.V. "GLENLUCE"	8th Feb.	LONDON, ROTTERDAM, ANTWERP & HAMBURG.
S.S. "GLENSHANE"	19th Feb.	GENOA, LONDON, ROTTERDAM & HAMBURG.

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WEEKLY PRESS, January to June

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SHIPPING NEWS

ARRIVALS

January 9th.
Annan Maru, Japanese str., 2,942 tons, Capt. Kawasaki, from Moji, with a general cargo.—O.S.K.
City of Manchester, British str., 3,562 tons, Capt. W. Ewing, from Hamburg, with a general cargo.—Bank Line.
Haseo, French str., 730 tons, Capt. F. Moreau, from Haiphong, with a general cargo.—P. A. Lapique.
Jakhoi, British str., 1,227 tons, Capt. B. Stephens, from Haiphong, with a general cargo.—B. & S.
Shunyo Maru, Japanese str., 548 tons, Capt. Takasaki, from Wakamatsu, with coal.—Yayoko.
Tokyo Maru, Japanese str., 4,273 tons, Capt. M. Gotoh, from Calcutta, with a general cargo.—N.Y.K.
Tai Sze Ma, Chinese str., 401 tons, Capt. Ho Kam Hi, from K. C. Wan, with a general cargo.—Yan Fat.
Wah Hong, Chinese str., 234 tons, Capt. Chung Hui Fong, from Port Bayard, with a general cargo.—Wing Hang.
 January 10th.
Aki Maru, Japanese str., 3,076 tons, Capt. K. Miyazawa, from Melbourne, with a general cargo.—N.Y.K.
Arakura, British str., 3,401 tons, Capt. E. T. Fisher, from Yokohama, with a general cargo.—Mackinnon & Co.
Banyu Maru, Japanese str., 2,352 tons, Capt. M. Murata, from Wakamatsu, with coal.—Suzuki & Co.
Borneo Maru, Japanese str., 2,455 tons, Capt. S. Nakamura, from Samarang, with a general cargo.—Nanyo Yusen Kaisha.
Hangang, British str., 1,556 tons, Capt. G. S. Holmwood, from Shanghai, with a general cargo.—J. M. & Co.
Hsin Wah, Chinese str., 1,270 tons, Capt. Sangster, from Shanghai, with a general cargo.—C.M.S.N. Co.
Kemun, British str., 5,834 tons, Capt. W. P. Devan, from Newport, with a general cargo.—B. & S.
Xangon, Chinese str., 1,356 tons, Capt. W. Philip, from Canton, with a general cargo.—C.M.S.N. Co.
Lake Furrow, American str., 1,600 tons, Capt. R. W. McNeely, from Sourabaya, with a general cargo.—Admiral Line.
Mascara Maru, Japanese str., 2,493 tons, Capt. C. Hidaka, from Dairen, with a general cargo.—Nanyo Yusen Kaisha.
Mausang, British str., 3,222 tons, Capt. A. C. Kennedy, from Sandakan, with timber.—J. M. & Co.
Mikasa Maru, Japanese str., 1,962 tons, Capt. T. Takagi, from Hainan Straits, N.H.K.
Pine Tree State, American str., 8,405 tons, Capt. M. M. Jensen, from Manila, with a general cargo.—Admiral Line.
Prometheus, Norwegian str., 1,034 tons, Capt. E. D. Kuntzen, from Bangkok, with a general cargo.—Kwong Ngan Seng.
Sosha Maru, Japanese str., 1,000 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.
Suyung, British str., 1,594 tons, Capt. W. Shane, from Canton, with a general cargo.—B. & S.
CLEARANCES.
 January 10th.
Annan Maru, for Singapore.
City of Manchester, for Shanghai.
Agreement Castle, for Singapore.
Glymont, for Saigon.
Hangang, for Canton.
Helenus, for Singapore.
Hong Hui, for Amoy.
Hane Fung, for Swatow.
Kwangshih, for Shanghai.
Lakwang, for Hongkong.
Nagano Maru, for Singapore.
Phu Nam, for Saigon.
Pooler, for Macao.
Suyung, for Shanghai.
Tai Sze Ma, for K. C. Wan.
Tenri Maru, for Takao.

PASSENGERS.

ARRIVALS.
 Per a.s. **Hangang**, on January 10th:—
 Capt. Jackson and Mr. Roberts.

SHIPPING MOVEMENTS.

The P. & O. s.s. **Nyance** arrived at London on January 9th.
 The P. & O. Co.'s s.s. **Dilwara** left Shanghai for this port on the 10th inst. at 7 a.m., and is due here on the 13th inst. at about 6 a.m.
 The s.s. **Teucer** (Blue Funnel line) left Nagasaki on January 8th for London, Amsterdam and Antwerp via Hongkong, and due here on the 15th inst. She will sail, as above, on 17th inst.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

AMERICAN STEAMERS

Per SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

S.S. "HOOSIER STATE" ... Jan. 31st Noon ... Feb. 15th

S.S. "GOLDEN STATE" ... Jan. 31st Noon ... Feb. 15th

S.S. "EMPIRE STATE" ... Jan. 31st Noon ... Feb. 15th

SHANGHAI-CALCUTTA SERVICE

Freight Only.

FOR CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

S.S. "CADDOPPEAK" ... Jan. 15th Noon

S.S. "LAKE PAUL" ... Jan. 15th Noon

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE

CALCUTTA, COLOMBO

Monthly Sailings

For full information regarding rates, space, etc., apply to—

VESSELS EXPECTED.

Empress of Japan, due January 13th, at 6 a.m.
Empress of Russia, due Jan. 25th.
Genoa Maru (N.Y.K.), due January 14th.
Inaba Maru (N.Y.K.), due January 19th.
Iyo Maru (N.Y.K.), due Feb. 10th.
Japan (B.L.), due January 11th.
Kiwa (B. & O.), due Feb. 10th.
Magellan Maru (N.Y.K.), due Jan. 31st.
Myosho (P. & O.), due January 15th.
Phonios (Blue Funnel), due Jan. 17th.
St. Albans (B. & A.), due January 18th.
Tottori Maru (N.Y.K.), due Feb. 8th.
Yoshino Maru (N.Y.K.), due Jan. 18th.

WEATHER REPORT.

January 10th, at 11.57. — Pressure has decreased considerably over central and N. E. Japan, a depression, which formed to the north of Weihaiwei yesterday, having deepened and moved rapidly eastward. It is now central to the north of Tokio.
 Pressure changes in southern districts are small.
 A new anticyclone has formed over China which will cause the monsoon to freshen.
Hongkong Rainfall for one 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.60 inches, against an average of 0.24 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 Direction — Forecast
 Hongkong to Gap Rock — N.E. winds, fresh; fine.
 Formosa Channel — N.E. winds, strong.
 South coast of China between the same as Hongkong and Lammao — No. 1.
 South coast of China between the same as Hongkong and Hainan — No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 10th.

Previous Day at 3 p.m.	On Date at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer ...	30.12	30.20	30.16
Temperature ...	73	58	65
Humidity ...	80	79	80
Wind Direction ...	E.	N.	ESE
Force ...	3	4	4
Weather ...	0	b	b
Rain ...	0.00	0.00	0.00
Highest open-air Temperature on 9th ...	74		
Lowest open-air Temperature on 10th ...	57		

HONGKONG TIDE TABLE.

From 11th to 17th January, 1922.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong Standard Time	Height	Days of Week	Days of Month	H'kong Standard Time	Height
Wed.	11	m 8 9	4 2	m 11 52	1 6		
Thur.	12	m 7 16	7 5	m 9 13	3 1		
Fri.	13	m 8 59	4 4	m 0 40	1 0		
Satur.	14	m 8 1	7 9	m 2 52	2 9		
Sun.	15	m 9 47	4 5	m 1 31	0 8		
Mon.	16	m 8 48	8 3	m 3 31	3 8		
Tues.	17	m 10 24	4 7	m 4 11	0 3		
		m 9 26	8 3	m 14 4	2 7		
		m 11 20	4 8	m 4 15	0 2		
		m 10 25	8 1	m 4 34	3 6		
		m 0 7	4 8	m 5 25	0 7		
		m 11 18	7 6	m 4 53	3 4		
		m 0 55	5 0	m 6 20	0 8		
				m 5 44	3 8		

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM EUROPE AND STRAITS.

THE STEAMSHIP "KITANO MARU"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
 Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.
 Goods not cleared by the 13th Jan., 1922, will be subject to rent.
 Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godown.
 NIPPON YUSEN KAISHA, Agents.
 Hongkong, January 6th, 1922. 1189.

CANADIAN PACIFIC STEAMSHIPS LIMITED

THE BIG FOUR

EMPRESS OF CANADA	22,000 REG. TONS
EMPRESS OF AUSTRALIA	19,300 REG. TONS
EMPRESS OF ASIA	16,850 REG. TONS
EMPRESS OF RUSSIA	16,850 REG. TONS

ECONOMIC TRAVEL

THESE SHIPS ARE FITTED WITH EXCELLENT INTERMEDIATE CABIN CLASS ACCOMMODATION.

HONGKONG TO ENGLAND—TIME 30 DAYS.

FARE: \$439.85 GOLD

INCLUDING FIRST CLASS SLEEPING CAR BERTH TO MONTREAL AND INTERMEDIATE CABIN CLASS ACCOMMODATION ON EMPRESS OF SCOTLAND OR EMPRESS OF FRANCE, 25,000 AND 18,500 TONS RESPECTIVELY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752 Cable Address GACANPAO.

CHINA MAIL S.S. CO., LTD.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "NANKING" s.s. "CHINA"

Feb. 20th at noon. Jan. 18th

Java Service

HONGKONG TO

SINGAPORE & BATAVIA

S.S. "NILE"

February 3rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SWANSON, GENERAL AGENT

PRINCE'S BUILDING, 108 HUIYI STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161. 34

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, FAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

"MACASSAR MARU" sailing on or about 12th Jan.
 "SAMARANG MARU" sailing on or about 24th Jan.

For MOJI, KOBE, OSAKA and YOKOHAMA:

"BORNEO MARU" sailing on or about 12th Jan.
 "CHERIBON MARU" sailing on or about 1st Feb.

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Prince's Building, 108

Tel. 150 2508

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

WEST JESTER ... sailing about 11th Jan.

Further sailings to be announced later. Through Bills of Lading issued to all

Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY, 4th Floor, Prince's Buildings Telephone 10621

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ISLAND SEA, JAPAN, & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
TAIYO MARU	20,000	Jan. 15th
SIBERIA MARU	20,000	Jan. 31st
TENYO MARU	20,000	Feb. 15th
KOREA MARU	20,000	Feb. 28th
SHUNTO MARU	20,000	Mar. 15th
PERIA MARU	20,000	Mar. 28th

Callings at Dairen.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GENTO MARU	15,000	Feb. 28th
ANTO MARU	15,000	Mar. 15th
SEIYO MARU	15,000	May 15th

For full information regarding passenger, freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 1274

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

32

COLUMBIA PACIFIC SHIPPING CO.

S.S. "WEST CAYOTE"

will be loading for Japanese Ports and Portland/Oregon, on or about

31st January, 1922.

Through Bills of Lading issued to Common Overland Points.

Agents

ARNOLD BROTHERS & CO., LTD

1a. Chater Road. Phone No. 1500.

302

STRUTHERS & BARRY

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO

"West Chopaka" ... 27th Jan

Also cargo accepted for transshipment at San Francisco for

weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points

HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Road. Tel. 302

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JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP	JAVA	in port	11th Jan.	BATAVIA
GORONTALO	JAVA	in port	13th Jan.	JAPAN
HALDIS	JAVA	17th Jan.	22nd Jan.	SAIGON
TJIPANAS	JAVA	17th Jan.	22nd Jan.	BATAVIA
TJIKEMBANG	AMOI	21st Jan.	24th Jan.	JAPAN
TJIKODAS	JAVA	21st Jan.	24th Jan.	JAPAN
TJILIWONG	JAVA	22nd Jan.	24th Jan.	SOERABAYA
TJIMANOEK	JAVA	23rd Jan.	1st Feb.	AMOI via SHANGHAI

Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon.

Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, First Floor. Telephone No. 1674.

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VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

(Sailings subject to alterations)

Steamers For Sailing on or about

"OLDEKERK" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 27th Jan.

"HABJAE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Feb.

"ALBATROS" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th Mar.

"TITONARI" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Apr.

"HOTEL" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th May

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents. York Building

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Carried on through Bills of Lading from HONGKONG to BEIRA
LAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

"CITY OF BOSTON"	20th Jan.	London, Rotterdam & Hamburg
"CITY OF MANCHESTER"	17th Feb.	Marseilles, London, R'tam. & Hamburg
"CITY OF TOKIO"	14th Feb.	London Rotterdam & Hamburg

PASSENGER SERVICE

"CITY OF MANCHESTER"	8th Jan.	Shanghai, Kobe, Yokohama
"CITY OF MANCHESTER"	17th Feb.	Marseilles, London, Rotterdam & Hamburg
"CITY OF SIMLA"	Middle March	do.
"CITY OF CALCUTTA"	10th May	do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or RINE & Co. CANTON.

General Agents

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CANFA"	via Suez Canal...	10th Jan. 1922
"CITY OF CAMBRIDGE"	via Suez Canal...	20th Jan.
"CITY OF DURHAM"	via Suez Canal...	30th Jan.
"KEEMUN"	via Suez Canal...	10th Feb.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON, RINE & CO. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINKS.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPT. CEMENT	SAILING DATES
SHANGHAI, KURE & YOKOHAMA	"CAP ARCONA" 15,000	On or about 11th Jan.
	"AZAY-LE-BIDEAU" 15,000	On or about 21st Jan.

SHANGHAI, KURE & YOKOHAMA	"PORTHOS" 20,000	On or about 15th Jan.
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For full particulars regarding sailings, etc., apply to—

BODENFUEBER,
Acting Agent,
Queen's Building

Telephone 7461

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

ISWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAIHONG"	Capt. W. C. Pasmore	FRIDAY, Jan. 13th, at 12 Noon.
"HAIHONG"	Capt. J. S. Thomson	TUESDAY, Jan. 17th, at 12 Noon.
"HAIHONG"	Capt. W. Cosper	FRIDAY, Jan. 20th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.
General Managers.

P. & O., British India

Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,300	14th Jan. Noon	S'pore Colombo & Bombay
"EGYPT"	5,241	18th Jan.	R'tam, Marseilles, L'don. & Antp.
"KASHMIR"	5,241	1st Feb.	Marseilles, London & Antwerp
"NAGAYA"	5,241	18th Feb.	do.
"KASHMIR"	5,241	1st Mar.	Singapore, Colombo & Bombay
"SICILIA"	5,241	14th Mar.	Marseilles, London & Antwerp
"KEIVA"	5,241	15th Mar.	do.
"DEVATHA"	5,241	29th Mar.	do.
"NOVARA"	5,241	12th Apr.	do.
"KALAN"	5,241	26th Apr.	do.
"PIASSY"	5,241	10th May	do.
"DONGOLA"	5,241	24th May	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	7,000	16th Jan.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	7,000	14th Jan. 5 p.m.	Manila, Seattle, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	4,500	13th Jan.	Yokohama and Shanghai.
"ST. ALBANS"	4,500	17th Jan.	Yokohama direct.
"NAGAYA"	7,000	18th Jan.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"KIUKIANG"	On 11th Jan. Noon.
SHANGHAI & CHEFOO	"TUNGCHOW"	On 13th Jan. Noon.
SHANGHAI	"SINKIANG"	On 13th Jan. Noon.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 14th Jan. 4 P.M.
SWATOW, SHANGHAI & FOKOW	"LINAN"	On 15th Jan. 10 A.M.
SWATOW & HANGKOW	"CHENGTHU"	On 17th Jan. 10 A.M.
SHANGHAI	"SZECHUEN"	On 17th Jan. Noon.
MANILA, OMBU & ILOILO	"TAMING"	On 17th Jan. Noon.
SWATOW & SINGAPORE	"KINGYUAN"	On 18th Jan. Noon.

SHANGHAI LINE - PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE - Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 26.

Agents.

PASSENGER AND FREIGHT SERVICE
FOR SEATTLE AND VICTORIA, B.C.

via SHANGHAI, KORE & YOKOHAMA.

S.S.	Sails	arrived Seattle
"PINETREE STATE"	(For Seattle) Jan. 12th.	Jan. 31st.
"WENATCHEE"	(For Seattle) Jan. 20th.	Feb. 14th.
"BAY STATE"	(For Seattle) Feb. 9th.	Feb. 28th.

MANILA SERVICE.

S.S. "WENATCHEE"	Jan. 16th.
S.S. "BAY STATE"	Jan. 30th.

Through Bills of Lading issued by Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

5th Floor, Union Building,
Telephone 2477 & 2478.PASSENGER OFFICE,
QUEEN'S BUILDING, 2, ICE HOUSE ST.THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE.

SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

S.S. "LAKE FABER" ... Jan. 13th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building,
Telephone 2477 & 2478.PASSENGER OFFICE,
QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to NEW YORK

For NEW YORK and/or BOSTON via Panama

S.S. "SURUGA"	Jan. 13th 1922.
S.S. "SAITAMA"	Feb. 26th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE

TELEPHONES	AGENTS	5th Floor
2477 & 2478		Union Building.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON

and/or
NEW YORK

S.S. "MOORISHIPINCE"	(via Suez) 12th Jan.
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For Freight and full particulars apply to—
FURNER, (FAR EAST) LIMITED
Incorporated in Great Britain
25, George's BuildingsTelephone 216.
Telegrams: Far East.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
Europe via Suez (Letters and Papers)	Glenfalloch	11th inst.
London 8th Dec.		
HONGKONG	Cap. Arcana	11th inst.
SHANGHAI	Schooner	11th inst.
SHANGHAI	Chia Kiang	11th inst.
CHINA U.S.A. JAPAN AND SHANGHAI	Empress of Japan	13th inst.
BOMBAY AND STRAITS	Genoa Maru	14th inst.
JAPAN & SHANGHAI	Yoshino Maru	16th inst.
LONDON (Parcels, 6th Dec.)	Nagoya	17th inst.
SHANGHAI	Sinkiang	19th inst.

OUTWARD MAILS.

FOR	PER	DATE
*Swatow *Straits and *Bangkok	Halcyon	Wednesday, 11th, 8.00 A.M.
Hohow & Haiphong	Loxang	Wednesday, 11th, 9.00 A.M.
Japan	Li Maru	Wednesday, 11th, 10.00 A.M.
Swatow *Shanghai and *North China	Yusang	Wednesday, 11th, 11.00 A.M.
Shanghai and *N. China	Kiu Kiang	Wednesday, 11th, 11.00 A.M.
Philippine Islands *Japan and *Yankee	West Jester	Wednesday, 11th, 2.00 P.M.
Batavia	Tyler	Wednesday, 11th, 2.00 P.M.
Shanghai, N. China and *Japan	Cap. Arcana	Wednesday, 11th, 2.00 P.M.
Batavia, Bangkok, Calcutta and Aden	Chatsang	Wednesday, 11th, 2.00 P.M.
Philippine Islands, Australia & New Zealand	Amoy	Wednesday, 11th, 2.45 P.M.
via Brisbane		
Japan	Li Maru	Wednesday, 11th, 3.00 P.M.
Shanghai, North China, Japan, Canada, United States, Central and South America and *EUROPE via VICTORIA B.C.	Pine Tree State	Wednesday, 11th, 5.00 P.M.
		Letters, 5.00 P.M.
Japan	Coromako	Thursday, 12th, 8.00 P.M.
Batavia, Samarang, & Sourabaya	Macassar Maru	Thursday, 12th, 9.00 A.M.
Japan	Borneo Maru	Thursday, 12th, 9.00 A.M.
Swatow Amoy and Takao	Sinkiang	Thursday, 12th, 11.00 A.M.
Shanghai and N. China	Yusang	Thursday, 12th, 11.00 A.M.
*Shanghai and *N. China	Chang Chow	Thursday, 12th, 11.00 A.M.
Straits *Langkok Calcutta and Aden	Cadillac	Thursday, 12th, 11.00 A.M.
Swatow	Hydrangea	Thursday, 12th, 3.30 P.M.
*Swatow *Shanghai and *North China	Kiangsang	Thursday, 12th, 5.00 P.M.
Swatow, Amoy and Poochow	Hathong	Friday, 13th, 11.00 A.M.
Philippine Islands	Yusang	Friday, 13th, 2.00 P.M.
Port Bayard, Hohow and Haiphong	Hathong	Friday, 13th, 2.00 P.M.
Philippine Islands, *Shanghai *North China, *Japan, *Canada, *U.S.A., *Central, and *South America and *EUROPE via VICTORIA B.C.	Suwa Maru	Saturday, 14th, 8.45 A.M.
Shanghai and N. China		Letters, 9.30 A.M.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A. Central and South America & *EUROPE via SAN FRANCISCO	Soochow	Saturday, 14th, 3.00 P.M.
*Swatow *Shanghai and *North China	Taiy Maru	Saturday, 14th, 5.00 P.M.
Swatow, Amoy and Keelung		Registration, 5.00 P.M.
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Is.	Lian	Sunday, 15th, 9.00 A.M.
Philippine Islands	Amakura Maru	Sunday, 15th, 9.00 A.M.
Batavia, Bangkok, Ceylon, Mauritius, Straits, South Africa, India, via L. Marquise, *Egypt and *EUROPE via MARSEILLES	Taiy Maru	Monday, 16th, 1.45 P.M.
Philippine Is., Australia and New Zealand, via Thursday Island	Wenatchee	Monday, 16th, 6.00 P.M.
*Japan	Yoshino Maru	Tuesday, 17th, 8.15 A.M.
		Registration, 9.00 A.M.
	Nikko Maru	Tuesday, 17th, 8.15 A.M.
		Registration, 9.00 A.M.
	Kwaisang	Tuesday, 17th, 9.00 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

TEUCER 17TH JAN. London, Amsterdam & Antwerp.
CYCLOPS 31ST JAN. London, Rotterdam & Hamburg.
ACHILLES 7TH FEB. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"EURYPYLUS" 19TH JAN. Genoa, Marseilles & Liverpool.
"NELEUS" 1ST FEB. Marseilles, Havre & Liverpool.
"ELPENOR" 14TH FEB. Genoa, Marseilles and Liverpool.

PACIFIC SERVICE

"PROTESLAUS" 31ST JAN. Victoria, Seattle & Vancouver.
"IXION" 21ST FEB.
"TALTHYBIUS" 14TH MAR.

NEW YORK SERVICE

"CANFA" 10TH JAN. via Suez
"KEEMUN" 10TH FEB. via Suez

PASSENGER SERVICE

"PYRRHUS" 8TH FEB. for Shanghai and Japan.
"PYRRHUS" 7TH MAR. for Singapore & London.
"MENTOR" 21ST MAR. for Singapore & London.
FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital	U.S. \$4,000,000
Surplus, over	U.S. \$2,000,000
HEAD OFFICE:	NEW YORK
Head Office for the Orient:	SHANGHAI
Branches:	CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE
D. M. BIGGAR,	Manager.

COMMERCIAL

OPENING QUOTATIONS.

10th January, 1922.

10th, January, 1892.	
On LONDON.—	Telegraphic Transfer.....
	Bank Bills, on demand.....7 7/8
	Bank Bills, at 30 days sight.....7 1/2
	Bank Bills, at 4 months sight.....7 1/8
	Credit, at 4 months' sight.....7 1/8
	Documentary Bills, 4 mths' sight.....7 1/8
On PANAMA.—	Bank Bills, on demand.....890
	Credit, 4 months' sight.....7 1/4
On NEW YORK.—	Bank Bills, on demand.....55 1/2
	Credit, at 60 days' sight.....59
On HONGKONG.—	Telegraphic Transfer.....
	Bank Bills, on demand.....197 1/2
On CANTON.—	Telegraphic Transfer.....
	Bank Bills, on demand.....197 1/2
On SHANGHAI.—	Bank Bills, at sight.....
	Private, 30 days' sight.....
	On MANILA.—On demand.....115 1/2
	On SINGAPORE.—On demand.....115
	On BATAVIA.—On demand.....113 1/2
	On HATYONG.—On demand.....151
	On SAIGON.—On demand.....nom.
	On BANGKOK.—On demand.....79 1/2
*Overseas, Bank's Buying Rate.....\$ 7.40 m	
Gold Bullion 100 ncs. per 1000.....	
Gold Bullion per oz.	